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STICKERS
FOR EVERY
READER

GP OF ENGLAND
WIGHT
RIOT!

Seven-page special
from Gore Basin

October 2005 £3.00



"Two pipes? TWO pipes!
But this ain't no gimmick..."

PIPING HOT!

RADICAL NEW HONDA
RIDDEN AND RATED!

ANTONIO CAIROLI | X-GAMES | YAMAHA '06 STROKERS ON TEST | MXGP





**WHEN THE BEST
PREPARE FOR BATTLE,
THEY CHOOSE THE *V3* HELMET.**



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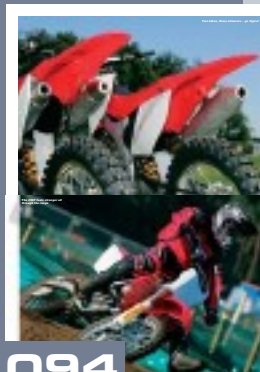
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Comment

HOT SUN, a few cold beers (and then a few more) and possibly the best track on the world championship calendar – the Grand Prix of England on the Isle of Wight delivered everything you could possibly want. Except, unfortunately, a British winner.

Honorary Brit Josh Coppins apart, our best bet for a podium was always going to come in the MX2 division and Billy Mac certainly did the business in the opening moto. It all went pear-shaped for him in race two but, luckily, we had Carl Nunn there to make it onto the podium in third overall.

But while both Billy and Carl have had solid – and at times sensational – seasons, 2005 has turned into a bit of a 'mare for Stephen Sword. A strong favourite for the MX2 world title at the start of the year, Swordy was just getting into his stride when a practice crash in France signalled an early end to his championship challenge.

Coming into Gore Basin Stevie had a chance to salvage something from the season but when Lady Luck's not on your side it can all go tits-up at any moment. And it did for Swordy who came away with just two points for 19th in race one. Follow that up with a disaster in Lierop where he reinjured his wrist and Swordy's back in ninth in the championship table while Antonio Cairoli's sewn-up the title.

But in a twisted kind of way, what's been bad news for Swordy has been good news for the British MX des Nations team selectors. It's a thankless task picking the national team and with Swordy fit and on form they'd be looking at picking a three-man team from four strong contenders. As it is they've gone for the sensible Nunny, Billy Mac and James Noble option – as Robbie Herring says, the team picked itself.

Over in the States they've had their own fair share of MXdN controversy with original 125cc pilot Mike Brown dumped in favour of the in-form Ivan Tedesco. When they originally unveiled their team the weak link in the US chain was Brownie so it's a smart move by the AMA. It can only be a good thing for the sport that America is now involved with the Motocross des Nations again – but let's keep our fingers crossed they don't win!

It's also Trial des Nations time and, yet again, Spain start favourites. Led by new world champ Adam Raga they'll be a tough team to beat but Dougie, Graham, Sam and Shaun will doing their bit for Blighty and with a little bit of luck we could give the Spaniards a run for their money.

By the time this issue of *dbt* hits the shelves the other big international team event – the ISDE – will be halfway through. Our six-man Trophy Team – led by David Knight and Paul Edmondson – will have been scrapping it out in Slovakia for three days and, hopefully, they'll be bringing home plenty of gold medals.

So good luck to all our teams – and let's not forget our buddies just over the Irish Sea. Here's hoping for some good news next month...

Sean



Action from the des Nations is always red hot with national honour at stake

THREE KINGS?

Noble, Nunny and Billy Mac get the nod for the des Nations

AS DBR was going to press the ACU released details of the finalised Team GB three-man line-up for the Motocross des Nations.

RWJ Honda's James Noble will race the MX1 division, Champ KTM's Carl Nunn goes in MX2 and Billy MacKenzie steps up to the Open class on a Dixon Racing 450cc Yamaha.

The event – the biggest race on the world MX calendar – will be held at Ernee in France on September 24/25. Teams representing 36 countries have entered from as far afield as Iran, Australia and Colombia.

Team GB manager Rob Herring is confident with his choice. "The team's picked itself," reckons Rob. "We've got the three best riders we could possibly go with at this moment in time."

Billy Mac, the only surviving member of the '04 team, is looking forward to the race. "The chance to represent your country is cool – and it's a great feeling to be ranked in the top three in the UK," he

says. "I just want to go there and give it everything and hopefully bring home the trophy."

"I'm excited to be jumping on the 450 but I told Rob I wanted to be in MX1 rather than the Open class so I could race Ricky Carmichael!"

"All the teams are going to be strong and we've definitely got the strongest team we could have but I guess the strongest have got to be the US and Belgium."

Factory Kawasaki rider Stephen Sword – who aggravated a wrist injury at the recent Dutch GP – is 100 per cent behind the team. "The other guys are going well and all deserve their places – I think they deserve it more than me," says Swordy. "We need to take a team that's fully fit and if they all ride like they have been doing this season we should do well."

After missing last year's event, Team USA start as favourites. Ricky Carmichael – who's just wrapped up yet another AMA crown – and Kevin Windham will fill the big-bore berths while on-form Ivan Tedesco takes over the MX2 ride from the out-of-form Mike Brown.

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LOONEY DUNES!

Ratray signs up for Weston Beach Race

GRAND PRIX hero Tyla Ratray has signed up to race this year's Weston Beach Race which blasts off at the Somerset coastal resort on October 1/2.

The annual event – now in its 23rd year – features races for 65cc machines as well as minibikes, quads and sidecars on the Saturday. The next day there's an 85cc schoolie race in the morning before the Main Event – the three-hour blast for adult solos – kicks off at noon.

Last year's winner Stefan Everts will not be racing this time around but '04 runner-up Paul Edmondson has agreed to compete and the organisers are trying to tempt AMA star Sebastien Tortelli across.

It's too soon for a full list of riders but other early birds to get their entries in include multi-time

Weston winner Rob Meek plus enduro aces Wayne Braybrook, Paul Whibley and Ed Jones. Paul Winrow – who beat US superstar Travis Pastrana last year – returns to defend his quad title from hordes of four-wheeled warriors including big-name teams from the USA and France.

This year's event is being supported by Kenny Race Clothing who will field French beach race specialist Timotei Polisek, a podium finisher at Le Touquet for the last two years.

"We look forward to building a long-term partnership with Kenny as we continue to grow the beach race," reckons Gareth Hockey of promoters RHL Activities Ltd, "and I am particularly pleased to have a rider of the proven quality of Timotei making a rare appearance in the UK."

For more info including entries and advance ticket sales check out the Weston website at www.wbr05.com



The Weston sand is unforgiving

WIN!WIN!

Dirt Bike Show VIP tickets

APRILIA WILL be showing off their 2006 range of dirt bikes for the first time at the Dirt Bike Show at Stoneleigh Park.

The Italian manufacturer will be joining Honda, Kawasaki, KTM, Suzuki and Yamaha in Europe's biggest off-road-only show, running from November 17-20.

And once you've had your fill of new bikes there will be plenty of other attractions with the X-Treme motorcycle stunt trials display team of Martin Crosswaite and Dan Clark performing daily in the 1000-seater Live Action Arena. And between shows the Dirt Bike Show Dancers will be strutting their stuff on the **dbr** Stage in Hall 3.

You can buy tickets online at www.dirtbikeshow.co.uk or call 0870 143 2208 to take advantage of some big savings from advance bookings.

We've got our hands on another pair of VIP tickets to give away this month and all you've got to do to be in with a chance of winning is to answer this simple question.

How many seats are in the Live Action Arena?

- A) One
- B) One thousand
- C) Wan Ton

Write your answer on the back of a postcard or sealed envelope and send it to us at Dirt Bike Show comp, dbr, 12 Victoria Street, Morecambe, Lancashire LA4 4AG. Entries close on October 1 with the first correct entry drawn from the **dbr** sack winning the tickets.

DYNO RETURNS

Tortelli joins KTM's GP effort

THE RED Bull KTM factory team will field four men in next year's MX1 championship.

Sebastien Tortelli – the '98 world 250cc champ – returns from America to partner fellow Frenchman Mickael Pichon, Spaniard Jonathan Barragan and Dutchman Marc De Reuver who moves up from MX2.

"We had been tracking Sebastien for some time and the fact that we have brought a former world champion back to the GPs from the US is wonderful news for our fans and supporters," says team manager Toby Gustafson.

"It also shows how badly we want to win in

MX1. It is true that he has had some bad luck with injury over the last few seasons but these have been mostly induced by supercross and his ability and speed is beyond doubt. We lost Ben Townley to America this year but this news goes some way to softening his departure for both KTM and all fans of grand prix racing."

Steve Ramon leaves KTM to move to Suzuki while Ben Townley – the Austrian marque's highest-placed rider in MX1 this season – is heading Stateside to race for Pro Circuit.

KTM's MX2 line-up has yet to be finalised but Tyla Ratray and David Philippaerts are understood to be in the Champ team alongside British hero Carl Nunn.



Tortelli's coming back to Europe

DESERT DATE

OKAY, SO it's short notice (we can't help our deadlines and we did warn you last month) but today and tomorrow – that's September 16/17 – will see some of the world's top MX stars ripping up the Desertmartin track at the GP of Ireland.

The event is the final round of the '05 series and although both titles have already been sewn-up the racing will still be flat-out fast with the American Alessi brothers – Mike and Jeff – joining the GP regulars as wild cards.

Tickets for the race are priced at £25 for adults and £15 for children/senior citizens for a weekend pass. More information can be found on www.mx1ireland.com or by calling the NI Events Company on (028) 9066 6661.

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**Cover: Swordy has a
tough time of it at
Gore Basin
(Ray Chuss)**

**Contents main image:
Tony Marshall gets
testing at the British
launch of the Yamaha
MX strokers
(Sutty)**

Wayne Smith wins the overall at the final three rounds but he can't catch Brad Anderson



Sorted!

Searle wins by a mile but it's much, much closer for Anderson as the MMX U21s and four-strokes sign off

Words and photo by Toby Fuller

BARRING A late run of no-scores the MMX British U21 title has looked a sure bet for Molson Kawasaki's teenage protégé Tommy Searle virtually from the get-go. But it's been oh-so tight in the fight for the British four-stroke crown where Wayne Smith and Brad Anderson have been slugging it out at the front.

The final three rounds of the series take place in pretty quick succession and, true to form, Searle power prevails. A double win at

round six at Cleobury Mortimer sets the 16-year-old up nicely and he seals the deal a round early at Wakes Colne with his 12th straight moto victory.

Then, just to hammer home his near total domination of the class, he doubles up at the final round at Canada Heights.

But while the U21s have been a forgone conclusion, the thumper fight has raged from round to round with O'Neal Yamaha's Anderson being forced onto the back foot by Innovate Honda's Smithy.

Smith takes the overall at Cleobury Mortimer with Mark Jones on a tie-breaker as Ando claims third and at Wakes Colne he tops the podium again, this time on a tie-breaker with Anderson.

So the scene is set for a thrilling showdown

at Canada Heights where Smithy needs a pair of race wins if he's to have a chance of clawing back Anderson's 11-point advantage.

The famous Kent track's been awesomely prepped, the sun's shining and Smith comes out blazing to take the two race wins he needs – but it's close but no cigar for the Cumbrian as canny Brad does enough to take the title by three points.

final series standings

MMX FOUR-STROKES

1 Anderson 416 points, 2 Smith 413, 3 Jones 328, 4 Phillips 323, 5 Campbell 202

MMX U21

1 Searle 468 points, 2 Gregory 385, 3 May 277, 4 Johnson 263, 5 Probert 261

**WIN!WIN!
WIN!WIN!
WIN!WIN!**

Supercross prize package

HOW DO you fancy winning VIP tickets for the whole family for the Sheffield SX delivered directly to your door with the added bonus of getting to meet and greet the Alessi brothers, take the race-kit from their backs (and bottoms too – hee hee!) then bedding down in the same hotel as them for the night?

Well, if you use your smarts and enter this easy as pie competition you can do just that as Future West have pulled out all the stops so one lucky winner – and his or her family – can enjoy all the delights of a weekend at the races.

To win the exclusive prize package that includes a Family VIP ticket for the supercross, both the Alessi brothers' riding jeans and jerseys and one

night's stay in the Premier Lodge hotel answer this simple question.

What are the first names of those hard charging Alessi brothers?

- A) Bo and Luke
- B) Mary-Kate and Ashley
- C) Mike and Jeff
- D) Beau and Jeff

When you think you know the answer write it – along with your name, address and a daytime telephone number – on the back of a postcard, sealed-down envelope or a Chelsea bun and send it to us at: Olsen twins comp, **dbr**, 12 Victoria Street, Morecambe, LA4 4AG.

Entries close on October 13 and the first correct entry pulled out of the **dbr** duffle bag of doom wins the prize!



© Alex Hodgkinson

Future force!

Are you ready for supercross-cross-cross? Well you should be cos it's that time of year again when everyone 'eads indoors...

FUTURE WEST British SX is back – right back where it all started in 1997! That's right folks, the Sheffield Hallam FM Arena will once again host the FWSX season opener and this year's event on October 22 promises to be another corker of epic proportions as entries from some of the biggest names in motocross will be battling it out for a massive prize purse.

So far it's the American Alessi brothers – Mikey and, er, Jeffy – who lead the entry. But with those throttle-crazy Canucks Colton Facciotti and Kyle Beaton in there along with British heroes Jordan Rose, Ryan Voase, James Noble and Carl Nunn – who are always right up for an indoor-scrumbly-bike-ruckus – you can guarantee there's gonna be plenty of bar-banging brawls on the tight and technical dirt circuit.

And as well as the pro classes there'll be on-track action in the youth and amateur divisions too and as an extra bonus for race fans it's hoped that Stuart 'Disco' Flockhart and friends will bust out some moves in a full-on freestyle-tastic half-time show.

Tickets for the event – priced at £24.95 for adults and £19.95 for OAPs and under 12s – are on sale from the Hallam FM Arena box office on **0114 256 56 56** or online at www.hallamfmarena.com

For more information on the full Future West supercross series – and to keep an eye out for more international signings – check out their website at www.fwsx.com right now!



*Above left: Mike Alessi made a huge impact when he raced last year's Future West Cardiff SX
Above: The American brothers are hugely popular with the fans
Below: Shaun Simpson and Neville Bradshaw go at it hammer and tongs last year*

PLEASE SIR!

Extra dates for Swordy schools

WITH JUST 20 spaces on any given day it's no wonder that Stephen Sword's motocross masterclasses are fully booked up pretty much as soon as the dates are released.

So to help save the disappointment of those who've tried but failed to grab a place already this year two more dates – **October 25/26** – have been added to the the Scotsman's school calendar.

The training courses are held at Cusses Gorse which is situated between Salisbury and Amesbury in Wiltshire. The Cusses venue is considered by many to be Britain's premier practice facility and with plenty of riding and coaching time you're almost guaranteed to be shaving seconds off your lap times when you put Stephen's top tips to good use.

All attendees will be grouped according to their ability after an initial assessment. This means everyone can enjoy their day as they make progress alongside similar speed riders. And as well as Swordy's coaching skills other top-notch coaches have been drafted in to help you improve all aspects of your riding – cornering, jumping, braking and race craft will all be covered.

The price for the full day's tuition is a very reasonable **£99.95** per rider and this includes insurance and a certificate as well as the chance of winning some extra goodies if you're judged to be the most improved rider on the day. So what are you waiting for?

Call **0161 763 6660** to book your place now!

Just time for a pretend fag and then it's back to business



Megan Lewis benefits from some expert tuition



**The Cusses Gorse
SX track – awesome!**



supercross schools

SX APPEAL

WHILE SWORDY'S schools are based purely on the main motocross circuit at Cussey Gorse, coaching sessions are available on the supercross circuit courtesy of track builder and international supercross competitor Justin Barclay.

For more details of these schools give Justin a call on **01980 863900** or visit the Cussey Gorse website at **www.cusseygorsemx.co.uk**

One word of warning though, if Justin tells you you've got something stuck to your heel don't believe a word he says – ooooh indeed!





SK-1 VENTED RACERWANT
VIPER JERSEY
ATOM GLOVE

ADULT SIZES: 20" - 30"
ADULT SIZES: 27" - 30L"
ADULT SIZES: 27" - 30L"

#005-21-01516
#005-41-01516
#005-61-01516



ALLOYMX

SX-1 VENTED RACEPANT | **BROCHEPLER**
SPRING2006

results

DAY ONE

1	Paul Edmondson	(Honda)	1600.34
2	David Knight	(KTM)	1605.19
3	Paul Whibley	(Gas Gas)	1664.91
4	Edward Jones	(KTM)	1678.53
5	Robert Jones	(Yamaha)	1807.02
6	Wayne Braybrook	(Honda)	1873.78
7	Andrew Edwards	(KTM)	2034.51
8	Rowan Jones	(Yamaha)	2176.76
9	Keith Horsnell	(KTM)	2295.94
10	Si Wakely	(Honda)	2377.44

DAY TWO

1	David Knight	(KTM)	1515.37
2	Paul Edmondson	(Honda)	1529.93
3	Edward Jones	(KTM)	1587.15
4	Wayne Braybrook	(Honda)	1614.79
5	Paul Whibley	(Gas Gas)	1619.22
6	Si Wakely	(Honda)	1637.56
7	Robert Jones	(Yamaha)	1644.34
8	Dylan Jones	(Yamaha)	1675.69
9	Rowan Jones	(Yamaha)	1676.85
10	Chris Hockey	(Husqvarna)	1680.25



Wayne Braybrook
motors to fourth on
day two

TOUGH STUFF!

Snow and ice at round one, rain at round two and yet more of the wet stuff at round three – the '05 BEC series is proving to be anything but easy...

Words and photo by Jonty Edmunds

BRITAIN'S TWO fastest enduro riders claim a day win apiece at the Crychan Enduro – round three of the '05 Motul-backed BEC – with Paul Edmondson

topping day one and David Knight coming out on top on day two.

"It's great to have won the first day," comments a soaked to the skin Fast Eddy. "The conditions were horrendous but I know that I can perform well when it gets really muddy."

After battling with Knighter for top spot all day long, a mistake by the Manxman – coupled with world class riding from Edmondson – ensures Eddy claims a narrow victory at the end of the opening day.

On day two Knighter fights back and helped by drier conditions posts the fastest special test times

on five of the six tests aboard his KTM. At the end of the day Knighter finishes 14 seconds in front.

"It was really difficult riding the big four-stroke in the mud on day one," admits Knighter. "I made a mistake on the fourth test which cost me the win. Day two was a little easier as it dried out but it was still hard competing against Paul and his two-stroke."

Claiming the third place spot on day one is Gas Gas-mounted Kiwi Paul Whibley, closely followed by KTM's Edward Jones. On day two Jones moves up one position to third with Honda's Wayne Braybrook taking fourth ahead of Whibley in fifth.

AMCA UPDATE

O'Leary and Lane on the gas at Hawkstone

JUST A week after their championship round at Matchams the AMCA boys are in action again at Hawkstone Park. Repeating his Matchams success, Brad O'Leary takes top slot in the 125cc class while Simon Lane – just two days after getting hitched – wins the Open class overall.

While leading the first 125cc moto O'Leary falls on the final lap when his front wheel washes out, handing victory to main rival Rick Du-Feu. In the remaining two races O'Leary makes no mistakes but the ride of the day belongs to Du-Feu. In the final moto Rick picks up a front wheel puncture on lap three but still steers his Honda to second to maintain his series lead.

Following his Matchams win Elliot Barrs suffers an indifferent day at Hawkstone, dropping back to seventh at the flag after earlier



holding third in the first Open class moto. Barrs then retires from the second clash after injuring his foot before everything comes together for him in the final moto when he moves through from fourth to take the win.

Lane (above) wins the first two legs but falls on the last lap of the final moto and injures his shoulder. Fighting through the pain barrier, Lane remounts for sixth – good enough for the overall verdict ahead of series leader Aaron Crowder.

Gaerne MX deal for MRS

MALCOLM RATHMELL Sport have been granted exclusive rights as Gaerne MX boot importer in the UK.

MRS – the trials boot importer for the Italian company for the past 11 years – will receive their first delivery at the beginning of October and are keen to continue a relationship with all the current dealers and would welcome any further enquiries.

For more information contact MRS on **01423 772885** or email them at info@malcolmrathmellsport.com



EXTREME
SPORTS CHANNEL

STUART – WHO normally pens our 'what's on Extreme TV/global culinary history lesson' – almost left us in the lurch this month when he headed off to Cheshire to marry his sweetheart Zoë who used to write our 'what's on Extreme TV' piece prior to there being any culinary nonsense involved.

But before Stuart legged it he did manage to throw this short piece together. Fans of global culinary history will be pleased to know he's

left that subject far behind and now he's choosing to bully Canada – home of ice hockey, maple syrup, Terrance and Phillip and Future West supercross promoter John Hellam. Stuart's a bad, bad man...

For a country best known for Celine Dion and Brian 'The Crater Face Crooner from Vancouver' Adams, Canada has had precious little to shout about.

Until now that is!

The Canadian MX championships have finally given those Canucks something to raise a Moosehead to and this November the Extreme Sports Channel is host to the 2004 championships featuring awesome series wins from riders Dusty Klatt in the 125s and fellow countryman Jean-Sebastien Roy on his 250.

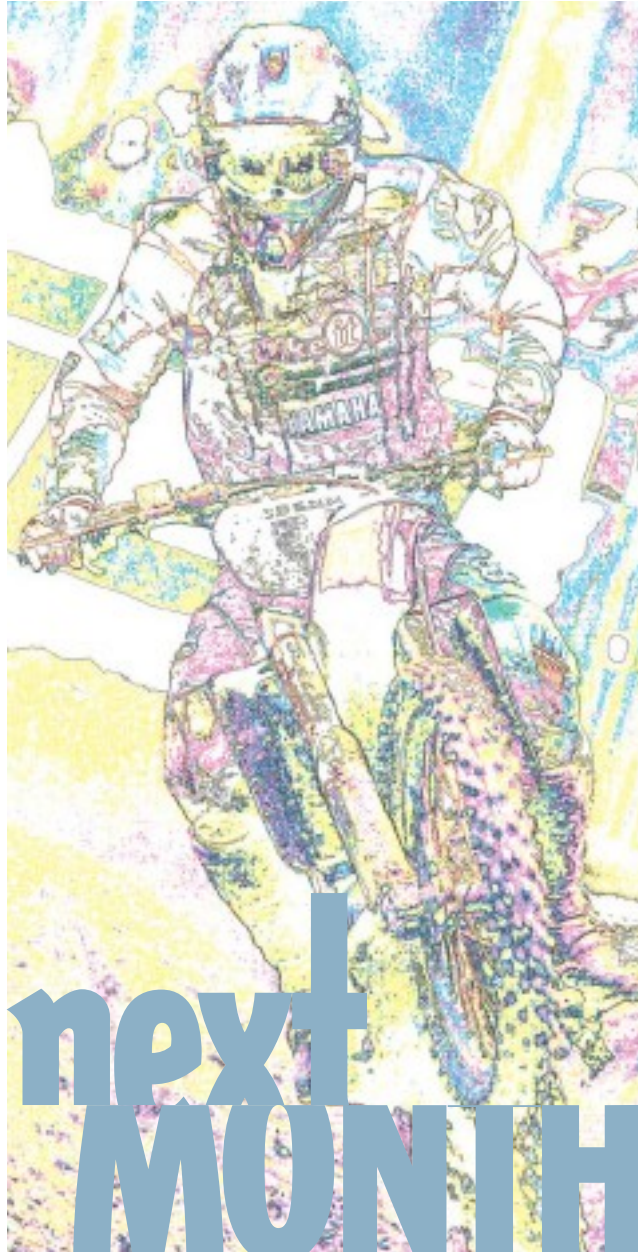
Check it out by tuning into Extreme at 8pm on November 3 and every Thursday in November from there on.

Grimbo on top

SHERCO'S GRAHAM Jarvis holds a four-point lead at the top of the Colin Appleyard-backed British Trials Championship table after taking victory at Dunmore Mountain Spa, Ballynahinch.

Grimbo finishes the Lightweight MCC-organised event 10 marks clear of Sam Connor with defending champ Steve Colley a further three marks adrift. With two events to run in October – Lochaber and Bradford – the championship looks likely to go right down to the wire.

In the Expert class Dan Thorpe takes his second win in two weeks and extends his lead over Sam Ludgate and Darren Brice in the title battle.



next
MONTH

DES DOUBLE!

Full reports from the Motocross and Trial des Nations

Zero-sixers!

Next year's Kawasaki and Husky MXers plus Honda's woods weapons on test

Exclusive! Pick up your November copy of Dirt Bike Rider from WHSmith and win O'GIO goodies!*



ON SALE

October 14

* Subject to availability in selected High Street stores





Introducing the new 2006 No Fear
Optimal II Helmet

- COMPLETELY NEW SHELL DESIGN FOR 2006 EXCLUSIVE TO MX NO FEAR
- 9 NEW COLORS
- NEW DETAILED INTAKE AIR SCOOPS ON CHIN BAR WITH REAR EXHAUST ALLOWING FOR MAXIMUM AIR FLOW
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"After another bad start I was coming through until Caps crashed and I landed on his bike - by the time I got the bikes separated and started my Kawasaki I was a lap down so I didn't continue. Not a great day for my home GP..."

Busy body

With a punishing schedule of racing and teaching, Stevie's had a lot on his plate this month...

WELL GUYS, since last month things have been pretty busy with racing and doing some other stuff like my training school days and Kawasaki dealer days.

I started off with a Dutch championship race and with me still leading the championship I was eager to do well. The day started off with heavy rain so the track was very boggy in places but it soon dried up when the sun came out.

I ended up with a pair of second places and extended my lead from five points to 23 in the championship. We've only got one more round to go on the ninth of October at Mill.

The week after that I arranged some training schools at Winterbourne Gunner. I had three great days down there with great bunches of kids and adult riders. It made me realise how lucky I am to be racing for a living and how lucky I am to have these people want to come and ride and learn from me for the day. Thank you all for coming - I hope you all learned something and had a great day.

When the final training school was done and dusted I packed my camper and headed to Holland to do some riding with the team before the German GP at Gaildorf. I got to Gaildorf on the Thursday and the weather was really hot so I was drinking plenty of water expecting it to be a really hot race.

But as usual - for this year - the heavens opened on Friday afternoon and turned the track into a mud bath. The track was very muddy, sticky and rutty. On Sunday it stopped raining but the damage was already done to the track and there was just one dry line all the way around.

The races didn't go so well for me - I got bad starts and had too many crashes. My speed was okay but I just had too many crashes (didn't you just say that? - Sutt). I was disappointed because I don't mind the mud so I was hoping for a better day.

The week leading up to the Isle of Wight GP involved spending two days at the Kawasaki dealer and try-out days. It was a good couple of days' riding and it was great to see so many guys come out and try the bikes.

On Friday morning I had to get in the camper and drive down to Portsmouth to catch the ferry over for the GP. I rolled up to the port at about 8.30am so that was perfect timing as I was booked on the nine o'clock crossing.

I saw Nunny's camper so I popped over to see what boat he was on. Bubbs was in the driving seat and Nunny was in the back still asleep so I woke him up by shouting at him. We had a coffee on the boat before getting off and heading to the track.

As we pulled into the circuit it all looked mega - I couldn't wait to get out and ride it. I felt really good on the bike all day on Saturday even though I had to go to the LCQ after a silly crash in my heat race - I still felt positive for Sunday though.

In heat one I got a bad start from the outside but was making progress through the pack in the first few laps before getting rammed from behind by David Philippaerts - cheers Dave! I remounted but way down the pack and had my moments in the race where I put in a few good laps.

Race two wasn't much better. After another bad start I



was coming through well until Patrick Caps crashed on one of the tabletops and I landed on his bike. By the time I got the bikes separated and then started my Kawasaki I was a lap down so I didn't continue. Not a great day for my home GP but I've still got Desertmartin to try and win.

Well guys, that's it for another month so good luck with your racing and riding.

See ya!

Words by Stephen Sword Photo by Alex Hodgkinson



SWORD

Stevie Nunny #1

Unfair advantage?

Well, you can see the competition's point of view

It's going to become a familiar sight to Honda's rivals in next year's MX2 championships around the world - the beautiful back end of the all-new, dual-exhaust 2006 Honda CRF250R. But it's not just the back end that's been improved. The new exhaust system centralises mass and contributes

to a sharper power delivery and more responsive handling. And, with more power and low-end torque, the Unicam four-stroke engine thumps the CRF250R out of corners so strongly that, if you're not on one next year, that view below may just get smaller and smaller.

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"Right now I'm having to take a lot on the chin and accept the humiliation of being off the pace of the leaders - emotionally it's soul-destroying but I've been through too much in my career to be beaten by this current experience"



Mr Motivator

A month on the road has forced Gordy to take stock of his career - and fired him up for another tilt at the top



WHAT AN incredible change of times I've had this month. I bought a camper, loaded up all my stuff and headed off with Amy on a major road-trip so I've not seen Bingo, Mervyn or Ronnie (my two donkeys and pussycat) in over a month.

My friend Burnsy has kindly lived in our house for the period we've been away to dust and clean and keep the bed warm - cheers Burnsy!

The time has flown by. The weather has been good to us and I have totally enjoyed the experience - it's made me very enthusiastic for the season of '06. Right now I have a picture in my mind of being on the startline of the Hawkstone International with a fresh and injury-free body, filled with a passion to twist the throttle

The last two seasons have been destroyed through serious injury and the chances I have left in my career are getting smaller. As Lance Armstrong says, every second counts (wasn't that Paul Daniels? - SL). So with that in mind I'm pushing through this year and taking the knocks in a quest to rebuild the blocks of my form that have fallen down.

Right now I'm having to take a lot on the chin and accept the humiliation of being off the pace of the leaders. Emotionally it's soul-destroying but I've been through too much in my career to be beaten by this current experience.

Next year I'm going to win the British championship and put myself back in the top five in the world. I estimate my motivation will last around another four years and I'm willing to dedicate all of my time and sacrifice other things in my life for this chance of a lifetime to succeed at world level.

I've proved in the past that I have the talent required to

run at the front and I believe that a rider never loses this talent - although it's evident that your form can drop. And it takes hard work to regain your form. I need as much help as I can to get back to the top and I must forget about the history of my career and act like a rookie would in order to progress week by week.

This winter is very valuable to me and I plan to use it wisely. I'll welcome anyone to join me on my training programme through the winter months - hard work's always easier if others are suffering alongside you!

This year I didn't go to America for pre-season practice and I think it was a mistake so I intend to go to California next January.

This week I'm going from one extreme to another - the last time I rode a motocross bike it was in the deep sand of Lierop, on September 10 I'm riding in the Irish round of the world supermoto championship at Bishops Court.

I'm a virgin to supermoto but I am excited to be taking part in a world class event on home soil. I'll be very careful to keep my feet on the pegs as much as possible due to the fact I dislocated my big toe in Lierop and don't wish to experience more pain if I can help it. At this point it's probably a good time to thank Steve Woodhouse and Zane for helping me out with the bike for the supermoto.

I also want to wish Neil McKeown the best of luck with the future - I was devastated when I heard the news of his crash.

In case I don't see ya, good morning, good afternoon, good evening and good night!

Words by Gordon Crockard Photo by Alex Hodgkinson

GORDY CROCKARD STAYS

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"Maybe it's a bold statement but I know there wouldn't have been many WEC boys that would have beaten our lads at the last BEC - let's hope it rains in Slovakia and maybe we can bring home gold!"



Packed programme!

World and British championship rounds plus a UK XC event and the ISDE to prepare for keep Paul flat-out busy



WEC, BEC, Fast Eddy – you name it, I've been doing it! And after a lot of hard work with motor and suspension I've finally managed to beat Knighter on one of the two days of a BEC round.

The last round of the BEC proved yet again to be a proper enduro and only four riders stayed clean all weekend. What a great event with two top tests – and it was all off-road (mega). The event itself went well and with rain on day one I beat David by five seconds. However, on day two with drier conditions the big man got back to his winning ways and beat me by 14 seconds. Still, not bad for an old boy!

Next up was the WEC round in Finland and having to drive out to Poland wasn't really the best preparation. But the first day went pretty well and I ended up six seconds off second and fourth on the day – that was okay. However, on day two I wasn't so good and after too many near crashes I called it a day.

The WEC races are really good now with awesome tests but the problem for the small teams is the fact that you need support. Extra people are simply something that we just don't have and in Finland you really needed someone to show you lines and help out.

At the moment I'm getting ready for the ISDE and like most years I think we've got a good team. Maybe a bold statement but I know there wouldn't have been many WEC boys that would have beaten our lads at the last BEC – let's hope it rains in Slovakia and maybe we can bring home gold.

I'm looking forward to getting back on the two-stroke as I feel I've been riding it pretty well in the UK. Sometimes I wish I was riding it full-time – and I think next year may see me a permanent stroker man again. While on the subject of next season, I'm not 100 per cent sure what will be happening other than I will be helping just one rider. It's important for me now as I know to win another world title will require full commitment and concentration. Maybe that's something I've lacked this year if I'm honest as I've focused too much on the team. Well, it will change for next season.

Finally this month we've had a successful Ellesmere Fast Eddy with no rain and no hailstones. Hurrah! And I won. Double hurrah!

Okay, I better get this column wrapped up and shoot off to Stansted to catch a flight to the six days with Knighter and my mechanic Dolly. So it's bye-bye for now – hopefully I'll have some good news next month regarding the ISDE.

Fast Eddy

PS Well done Lassu – you is massive!

Words by Paul Edmondson Photo by Jonty Edmonds

FAST EDDY

DEEP SUMP



DEEP SUMP a straight forward replacement of the Keihin FCR Carburetor drain plug.
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"Having visited Neil, I can tell you that he is in great spirits and is making plans to drive a really cool motorcar in the not-too-distant future. If fact, yours truly may just get the job of driving instructor - scary thought Neil!"



Pulling together

The Irish MX community is rallying to help injured rider Neil McKeown

EVERY NOW and again a rider rips up the formbook – Neil McKeown is one such rider.

Neil was born into one of the most prominent motocross families in Ireland. In 2004 he won his first adult Ulster championship and claimed a podium position in the Irish national series for TAS Suzuki.

Phil McCullough could see Neil had the talent needed to partner him in his new Moto-One race team and the pairing was an instant success. Leading the Irish MX1 series – and running at the top of the other national championships – Neil was riding high. Then a routine training day changed his fortune.

It's been a few weeks since Neil's accident in which he suffered spinal cord damage – something we all fear but choose not to think about. It is times like this that make me proud to be associated with the MX fraternity – the reaction of people willing to do everything and anything to help is overwhelming.

Over the next few months Neil will undergo rehabilitation in Margrave hospital which, believe me, is the best place for him to be – they have a fine team of nurses and doctors. Yes, life will change for the 20-year-old and frustrated he will be until that burning ambition that Neil has shown on the tracks of Ireland this year breaks through. Having visited Neil, I can tell you that he is in great spirits and is making plans to drive a really cool motorcar in the not-too-distant future. If fact, yours truly may just get the job of driving instructor – scary thought Neil!

My interest in watching GPs has been rekindled with the return of Gordon Crockard – the Dixon/Bike-it Yamaha rider taking the brave step of getting stuck back into GPs after just one race in the UK. Gordon is under no illusions – he knew it was going to be a tough job to qualify and take points. While that may not be exactly what fans expected of him it's a realistic goal for his first few GPs back.

With the final stop on the GP calendar at Desertmartin on September 16/17, be sure GC will be working hard towards regaining his legendary race speed. The final GP of 2005 is shaping up to be a great event – besides the GP regulars, US wonder kids Mike and Jeff Alessi will race in their first ever GP. The Red Bull KTM duo are sure to make an impression, especially Mike who's currently second in the AMA 125cc Nationals.

On to the MX des Nations and Team Ireland will consist of Crockard and Martin Barr on the big bikes while Phil McC will fill the smaller bore berth. With 36 teams entered it will be a tough enough task just to qualify for the main event.

Dixon/Bike-it Yamaha's young gun Barr collected his first Ulster Premier crown at Donamara, adding new silverware to the family trophy cabinet. Always a pleasure to talk to, Martin has taken another step forwards this season and his British championship results have confirmed the Larne lad's talent.

Robert Hamilton added the Ulster title to the Irish MX2 crown that he earned last season under the guidance of McCullough. The 17-year-old GOMX365/Russell's Honda rider will contest the Maxxis British MX2 championship series in 2006 – taking in several European rounds when



Neil McKeown will need all his fighting spirit after a practice crash left him with spinal injuries

domestic commitments allow.

One round remains in the Irish national series and the three-rider battle for top MX2 honours will reach boiling point come September 11 at Ferns.

The MX1 class will without a doubt finish under a dark cloud as a result of Neil's accident, leaving three riders with a mathematical chance of taking the title – Ricky McKeown, Mike Sinton and Neil Thompson.

Multi Irish and Ulster title-holder Brian Steele holds a slender lead over the Moto-One KTM of McCullough with Hamilton determined not to give up his throne without a fight. The Ferns circuit provides close racing and with both titles undecided it is sure to generate plenty of local interest.

The BYMX round at Desertmartin was a spectacular event with local talent again showing that our youth riders are among the fastest in the UK.

In the 'next big thing' class the Premier guys were a pleasure to watch – and many will debut in the adult ranks next season. Jason Garrett performed well on his TAS Suzuki, as did Luke Wilde (Luke was well named – believe me). The Donegal rider recorded top three results but his overall score was damaged by a DNF and a trip to the dirt. Young Adrian Weatherhead and JJ Baird carded 11th and 12th respectively.

Sean Devlin was the local hero in the Intermediate class scoring a fine fifth overall and All-Spares Heating's racer Ross Aurthers also got in on the act.

Best local rider in the BW85 line-up was Graeme Irwin aboard his KTM while the special Blarney 'rider of the meeting' award must go to Natalie Kane. This charismatic young lady certainly showed the majority of the boys how to ride motocross – 10th overall and a personal best sixth place race finish was a fantastic achievement. Ulster championship leader Aaron Ashton rode well in tough competition for 11th overall.

Words by Stevie Mills Photo by Suttly

BLARNEY

Stevie

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GOT SOMETHING TO SAY? Well here's where you should be saying it...

Ray rumbled 1?

How come Chussy looks nothing like his picture in Rage?

Burt, Lancaster

It is him – apparently (circa 1985)! But for a true look at the man mountain that is Ray Chuss check out this month's Rage!

'Cross dresser!

Recently I received the Josh Coppins race gear that I won in the 'win Josh's kit' competition. It felt fantastic to have won such an amazing prize and it fits perfectly! I would like to say a big thank you to Josh Coppins and **dbr**. I'll spend many hours wearing it watching Eurosport on Sundays!

Mark, via email

Glad you're enjoying your prize Mark, although we're not quite sure why anyone would dress up like Josh Coppins to watch women's tennis...

Tip seeker

I've watched the Weston Beach Race for four years now and every year I want to do it more and more so when the entry form came out in TMX I jumped at the chance and filled it out, rushed it down to the post box and without thinking just posted it! Now with only a few weeks to go I'm totally bricking myself!

So what I'm asking is have you guys got any ideas on bike prep and training. I'm 16 and will be riding a 2004 450 Honda that's totally standard apart from a DEP silencer.

I've read Walker's World's tips for the beach race in **dbr** and they were great – I just wondered if you had any more.

Adam, Lancing

PS Look out for #150!

If you follow Geoff's tips to get your bike in tip top condition all you need to work on is your

body. Make sure you eat well and you take in plenty of fluids in the run up to – and during – the event. Oh, and don't forget to tape up your nipples. Good luck!

Bike beggar

Just a quick message to see if by any chance you might know of anybody who could help me out at this year's Weston Beach Race.

I'm meant to be riding it for charity as I have done for the last three years – you've even had pictures of me in your magazine and I've had photos in TMX too. I'm the loon/prat/psycho who dresses in the tiger outfit – it's not like the race is hard enough already!

This year though my bike was stolen so I'm unable to ride unless I can borrow a bike – people are going to love lending me a bike for that I'm sure!

I'm going to be emailing different teams to try and scrounge a ride but wondered if you guys might have any better ideas or contact info for people I should try. Thanks for your time reading this and all the best with the future. I will see you at the beach race if I'm riding or not!

Ben, via email

If anyone can help Ben out with a bike give us a yell and we'll pass on your details...

Ray rumbled 2?

How come Chussy looks nothing like his picture in Rage?

Eric, Morecambe

It is him – apparently (circa 1985)! But for a true look at the man mountain that is Ray Chuss check out this month's Rage!

Beach blaster!

Are there any beaches in the southern UK where you can (legally) ride bikes? Obviously I could enter the Weston Beach Race but really I

Bike bug bites hard



I am a 38-year-old, six foot three, 17-stone father of three and after several years of not enjoying any biking at all – I sold my Ducati to help start my business – last year I purchased a '99 Gas Gas EC 250 for a bit of fun and to help with my mid-life crisis.

I was persuaded by Tony Brown of Errigal MX club to take part in a local charity beach race and was bitten by the dirt bike bug big time. This bug must be contagious as it's spread through my whole family – my two boys aged six and seven have upgraded to Polinis from PW50s and my daughter has a TTR 125 which although she doesn't race enjoys riding around the local beach and dunes. My wife looks after the boys and myself on race days which she seems to get a kick out of.

Anyway I need some advice. After last year's beach race and a few grasstrack events this season I have gone on to race at the club's MX track and I'm doing okay – I'm no longer tail gunner. Now I'm thinking of getting a new bike. I like the Gas Gas as it has a very light clutch and is very forgiving and I believe that Gas Gas make a 250 two-stroke crosser but I've never read any reviews on it. Should I get one of these or go for the more established brands – and should I go two or four-stroke?

I'll be renewing my subscription as soon as it runs out – must be the bug... Thanks for your time and the enjoyable read.

Joe, Ireland

We're led to believe the Gas Gas MXer is pretty much a stripped down version of the enduro bike but with stiffer suspension and a slightly punchier motor. It sounds pretty much perfect for your purposes although you shouldn't count out any of the other brands.

As for the two-stroke four-stroke thing we'll leave that one up to you. Both types have their plus points – we choose to ride two-strokes although that may all change real soon.

just want to blast along a beach!

James, via email

PS The fitness articles are just the job – keep that man on the payroll!

Cheers for the email Alan, er we mean James... We're really not sure if there are any beaches where you can legally ride your bike – we're guessing it's not allowed but even we're wrong on occasion.

Ray rumbled 3?

How come Chussy looks nothing like his picture in Rage?

Steve, Clitheroe

It is him – apparently (circa 1985)! But for a true look at the man mountain that is Ray Chuss check out this month's Rage!



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Oh, and please don't send emails all in capitals. Cheers!

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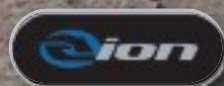
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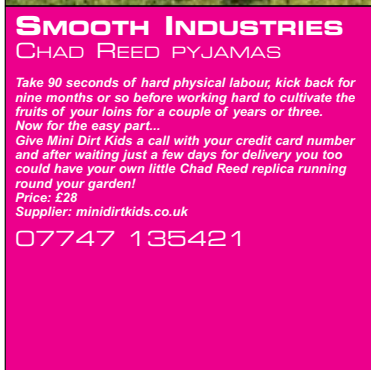
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Winter's a coming, so is Christmas and, hey, it's probably your girlfriend's birthday too – so why don't you buy her something you'd like her to be seen in? Nikita is the only street clothing brand worth wearing for girls who ride or just wanna look cool.

Price: Natasza Organic jacket £89

Ellen Rag Doll pant £54.99

Lucy Tiles beanie £16.99

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Supplier: afour.co.uk

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Renthal's Donutz don't have all the creamy, custardy or toffee tasting goodness of Tesco's offerings but they do taste rubbery (groan – SL) and they're the daddies at keeping thumb blisters at bay – and that's without any stickiness or creamy stainage.

That's why – despite being doughnut-eating caffeine-junkies – the dbr editorial team crown Renthal Donutz as the winner of our October doughnut shootout.

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IKON STX HELMET

Helmets have been protecting people's brains from big ass crashes, aggressive zombies and low branches for well over 100 years now. But unlike the darn ugly, sweaty and cumbersome leather pudding bowls of the past, modern day helmets – like this Ikon one – are made with fully ventilated carbon kevlar shells that look trick but still ward off the horrible after-effects of crashing your motorcycle or coming together with a low branch or the undead.

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Adults sizes £109

Supplier: Serval Marketing

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OAKLEY XS O FRAME GOGGLE

Pink makes the boys wink – so we've heard – so if you girl racers wanna look hot while smoking the boys out on the track you need to give Fuel Racing a call and get 'em to pop a pair of pink peeper protectors in 'tpost for your perusal.

The XS O Frame goggle has all the features of the regular O Frame model but it's slightly smaller and that's where the XS name comes from – cunning huh! They're also available in regular colours too (we think they're for boys) – hurrah!

Price: £16.95

Supplier: fuelfracing.co.uk

01268 281010



ONFIRE HEAT 2 BEANIE

It's a well documented fact within the padded walls of the dbr office that Sophie is forking crazy. In fact she's so forking crazy we decided that the only way to save her from forking herself to a premature death was by chipping in to a head-protection fund so we could purchase the poor girl a much needed skull saver. Unfortunately – being a tight bunch of Northern monkeys – we could only scrape 15 quid together... Fortunately, for exactly 15 quid – how lucky was that? – we got this woolly beanie from British-based casual clothing company Onfire. It's thick enough to stop Sophie's fork (it would probably keep the chill out on a cold winter's morning too) and it looks pretty darn sexy on the loopy lass – double bonus!

Price: £15

Supplier: onfire.co.uk

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Pictured Rider: Kevin Windham

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Color BLACK



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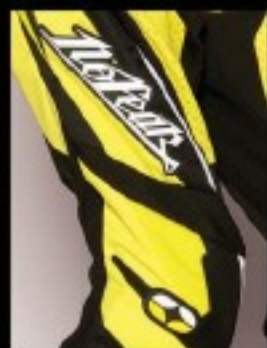
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gp of england

Antonio Cairoli

MX2 3-DNF

"In the first heat I did not start so well but I came back okay and finished third – the track was not easy and I spent a lot of energy. In the second heat I went for the win and made a good gap over Tyla but after 25 minutes the bike started making some noise and stopped. For sure it's not good but this is the first time the bike has broken in the world championship."

There's a right royal ruckus when the world's best MXers clash at the GP of England on the Isle of Wight

Words by Alex Hodgkinson Photos by Suttty

WIGHT RIOT!

Steve Ramon

MX1 1-4

"I've ridden well the last two GPs. I knew the speed was there but it's confidence that makes the difference and I got the starts too. I started getting arm pump in the second race and I was tired at the end – the track was hard!"

Ben Townley

MX1 3-1

"My goal coming here was to win the last three GPs so this was Strike One! This is the best track I've ever raced on anywhere in the world. I caught up to Pichon in the first race but had to settle for third. I make life difficult with bad starts – I practice all week and feel good but when I get to the race the other guys are faster out of the gate.

"I finally got a good start in race two, put my head down and pulled away. I started making mistakes at two-thirds race distance but I knuckled down again and rode myself out of it."



THE BRITISH podium sweep in MX2 and a title-challenging repeat win in MX1 for Josh Coppins don't happen at Gore Basin as the season's largest and most vociferous crowd converge on the Isle of Wight.

But everyone does get their money's worth as Ben Townley says farewell to his British fans with MX1 victory, Tyla Rattray returns sensationally for the MX2 win and Billy MacKenzie sends 25,000 fans into raptures with a runaway win in race one!

It was the British championship round at this track last September which persuaded Billy MacKenzie to give it another go in MX2 and his third moto success of the season – as the 21-year-old Scot runs away with race one on the Isle of Wight – justifies the decision.

Amazingly, he manages it with a broken finger from the previous weekend's mudder in Germany.

Billy gets out of the gate well for the first time since Japan, is third up the hill and elbows his way past Andrew McFarlane on the opening tour.

Two more laps and he adds the scalp of Davide Guarneri before putting his head down and gives the partisan crowd what they have come for – another home-grown GP race winner to follow on from Nunny's success at Matchams back in June.

A fall on the opening lap of race two ends all hopes of the overall but the podium is still on until Billy tangles with Guarneri on his surge back through the pack.

Swordy's miserable GP – he crashes on Saturday and hits the deck in both motos – is quickly forgotten however as Nunny, pushed down to 10th by a fall in race one, salvages a podium for Britain at the death.

The title tussle takes a decisive swing in favour of Antonio Cairoli as Andrew McFarlane suffers miserable luck.

The Australian looks to be back in the hunt as he holds an early third in race one while the Sicilian – buried in the pack after an uncharacteristically shocking start – is struggling to break top 10.

But suddenly on lap five the fortunes change. McFarlane grinds to a halt with a broken con-rod and Cairoli suddenly finds new impetus to surge through to third.

Race two is no better for Sharky. Rinaldi won't cough up any new parts and he has to go to the line with an engine which has already completed five GPs mid-summer. The tired engine expires after seven weary laps and the only consolation is that Cairoli's motor grinds to a halt minutes later making horrible clanking sounds after he's led for 11 of the 18 laps.

The attrition rate in that moto is so great that he's still awarded a point as only 19 make it to the chequered flag.

David Philippaerts – who has slammed Swordy off the track in race one – takes a consolation moto win in race two after defying Christophe Pourcel. Third is still enough to clinch the overall for Rattray after he falls while running second early on to Cairoli.

And the crowd has plenty to keep them occupied as they cheer on Nunny in fourth – a place he keeps to defeat Anthony Boissiere for the final podium slot on the day.

In MX1 Stefan Everts struggles for the second year in a row to come to terms with the Gore Basin track and goes home with just two fifths – but Coppins suffers wretched luck and cannot capitalise in full as he too misses the podium.

It could have been so different but the CAS Honda is cutting out from the second lap of race one after Josh gates third to Ramon and Pichon. "I'd have won that moto from there. It was soon evident that there was dirt in the carburettor as the engine faltered when I eased back on the throttle – it was scariest in the whoops."

When the dirt finally clears Josh leaves Everts standing but the front three are gone.

Race two is hampered by inconsistent early laps but the gutser comes when Josh stalls after passing Pichon and Everts the first time. With laps two seconds faster than even BT Josh slashes his way to second – his final pass on Ramon giving his buddy the overall victory.

Steve runs away with the opener as BT has to come out of the pack and the Belgian runs a comfortable second in race two until he tires and is gobbled up not only by Josh but also Pichon.

So it's another glorious weekend on the Isle. GP of the Year even? Well, we think so – but then again it's not up to us...

© Ray Chuss



Josh Coppins

MX1 4-2

"I would have won the first race but for the dirt in the carburettor – but that's life. It's the first time I have had a mechanical problem in four seasons on Honda so I can't complain. "I didn't ride so good the first few laps of race two and then I stalled the first time I passed Stefan and Pichon. I knew my pass on Ramon gave the overall to BT – I'd rather see him win if I can't – but I knew I had no chance of the podium because Ramon folds like a pussy when he starts to go."



Stephen Sword

MX2 19-DNF

"Yesterday I felt really good and the heat race was going well but I made a silly mistake where they'd watered the track, cased a little bump and went over. The handlebars were all bent so I had to go to the last chance and in the last chance the bike stopped and it wouldn't start but luckily I'd got a lap in before that."

"So it was kinda going all wrong on Saturday and then today I got took out by Philippaerts in the first race – I didn't get a good start because I was on the outside. I got back going but I was last and didn't really ride that well."

"The second one I got another bad start but I caught up really well and got up to ninth, then Caps went over the tabletop and ended it and I had nowhere to go and went straight into him. His bike got stuck in mine and he was off the track so I had to lift his bike off mine and then my bike wouldn't start and that was that. Sums it up really."

"I just want to finish off with a couple of good rides for my confidence. My wrist's not a problem and my speed's not a problem. I just can't seem to buy a bit of luck at the minute. All I can do is keep trying."

Mickael Pichon

MX1 2-3

"I got a good start in race one but a little crash six laps from the end lost me the chance of the win. I knew already on Saturday that the second race would be tough but Stefan made a big mistake near the end and that gave me the podium but I couldn't stay with Josh. This is such a nice track – we should have tracks like this every week!"



Stefan Everts

MX1 5-5

"Today was not my best day and I was fighting the track. I ran third in the second moto for a time but Coppins was pushing hard and when I tried to stay with him I made a big mistake in the whoops and ran off the track. I tried to catch Ramon at the end as he slowed down but I left it too late."

gp of england



Yoshi Atsuta

MX1 18-10

"I kept finding neutral in the first race and crashed twice. The second race started much better but I couldn't get past Jussi – everyone else caught up and I lost my rhythm. I never did get past Jussi right to the end."

Jussi Vehvilainen

MX1 9-9

"It was a pretty good comeback. My starts were fine but with this being my first GP since July I wasn't quite fit enough to push hard. The track was great but it is not my favourite and that didn't help either! Anyway, my riding was okay and to get in the top 10 was really good after such a long time off."





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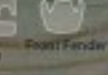


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Tyla Rattray

MX2 2-3

"It's nice to come back and win but I couldn't catch Billy in race one. I got tired after 20 minutes in race two and made a little mistake. But I've trained for this all the time I couldn't ride and I knew that third was good enough for the overall so I didn't try to catch them up again."



Christophe Pourcel

MX2 7-2

"I missed the start completely in race one but I got to seventh and knew that was a basis for the podium. I came close to passing Philippaerts in race two but we were both tired at the end. It would be nice to win a GP but I have time and I'm happy with a podium."



© Ray Chuss

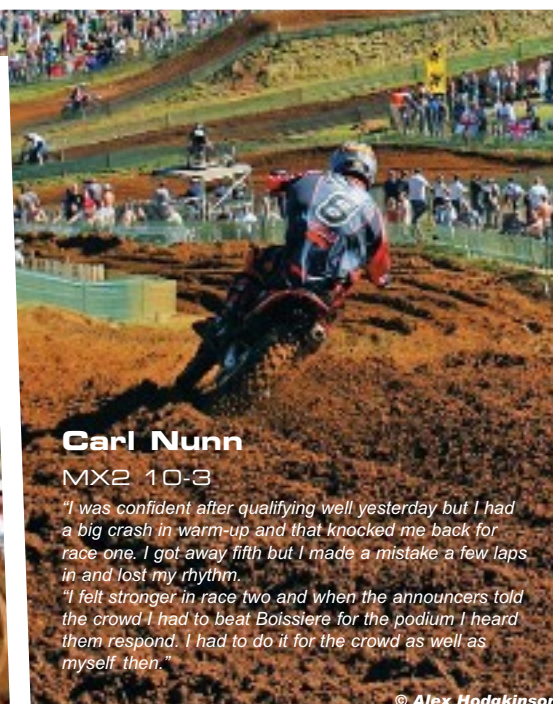
Carl Nunn

MX2 10-3

"I was confident after qualifying well yesterday but I had a big crash in warm-up and that knocked me back for race one. I got away fifth but I made a mistake a few laps in and lost my rhythm."

"I felt stronger in race two and when the announcers told the crowd I had to beat Boissiere for the podium I heard them respond. I had to do it for the crowd as well as myself then."

© Alex Hodgkinson



Andrew McFarlane

MX2 DNF-DNF

"When I gated second and Cairoli was back in race one, I thought it was my chance to close up the championship again. But then the engine broke and the spare engine never ran well from the word go in race two. At least Cairoli's bike broke too – I'm not giving up yet!"





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Billy MacKenzie

gp of england

MX2 1-18

"I got a great start in the opener and made a few passes on the first couple of laps, got in the lead and pulled away. It was a cool feeling.
 "In the second one I didn't get such a good start – it was pretty chaotic on the opening lap. They'd watered the shiniest bits on the track which was just stupid. People were going down and clattering into each other and then I went down on I think the third lap and Shaun Simpson ran into me and we got tangled up.
 "I put a charge on again and was coming through but Guarneri was dying – he must be unfit or something because he got the start and then just dropped back and back – and when I got up behind him all he was doing was blocking me. I don't take that ***t so came up to the near side, gave him some and we both went down.
 "After that I couldn't get my rhythm back so I came in because I thought I was out of the points but Steve said there were only 17 going round and I could still make the podium. So I went back out and tried my hardest but I think I lost two or three places when I pulled in. Lesson learned."

© Ray Chuss



Glen Phillips

MX1 19-20

"I had a bad start in the second – I was last again – but managed to come up to 17th or 18th I think and then with five minutes to go I was finished. I had nothing left in me and went back to 21st but then Yogi crashed and I got back to 20th to grab a point. I'd have been gutted if I hadn't. It's been a hard day's work but I really enjoyed myself."
 "The crowd were fantastic – it would have been so easy to stop if it hadn't been for the support. Especially from all the Welsh boys – there's millions of them here!"



Wayne Smith

MX2 16-11

"Where do I start? It's probably been one of the best days of my career. I got a good jump in the first one – I was in about 10th. I got pushed out in a couple of places but I got my head down and came back through to 16th which I'm chuffed to bits about.
 "I got an absolutely horrendous start in the second and got boxed in. After that it was a case of fighting my way through from probably back in the 20s. But they started dropping like flies and I knew if I could keep going I could pick up a good result – but I couldn't believe it when my pitboard said #11 on it."

Shaun Simpson

MX2 18-12

"This weekend's been really good and you always want to perform well at your home GP. The weather's been magic and you couldn't ask for any better conditions on the track either.
 "The first race I got a real bad start but I kept plugging away and a few guys dropped out. I felt tired towards the end and pumped up a bit but I finished 18th for three points.
 "The second moto I didn't get a good jump but I came across and went up the inside. I was lying seventh until Billy MacKenzie fell off just after the big step-up and I crashed into him.
 "I got back up in 27th and just kept charging on. I kinda burned myself out in the first half of the race but I settled down into a comfortable pace and after a few guys dropped out I ended up in 12th – my best result of the year."



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results - round 15

MX1

1	Ben Townley	(NZ - KTM)	20+25=45
2	Steve Ramon	(B - KTM)	25+18=43
3	Mickael Pichon	(F - Honda)	22+20=42
4	Josh Coppins	(NZ - Honda)	18+22=40
5	Stefan Everts	(B - Yamaha)	16+16=32
6	Jonathan Barragan	(E - KTM)	13+15=28
7	Jussi Vehvilainen	(F - Honda)	12+12=24
8	James Noble	(GB - Honda)	9+13=22
9	Pascal Leuret	(F - Honda)	8+10=18
10	Antti Pyrrhonen	(F - TM)	10+8=18
20	Paul Cooper	(GB - Honda)	5+0=5
22	Gordon Crockard	(GB - Yamaha)	4+0=4
24	Glen Phillips	(GB - Yamaha)	2+1=3

MX2

1	Tyla Ratray	(RSA - KTM)	22+20=42
2	Christophe Pourcel	(F - Kawasaki)	14+22=36
3	Carl Nunn	(GB - KTM)	11+18=29
4	Anthony Boissiere	(F - Yamaha)	13+16=29
5	Billy MacKenzie	(GB - Yamaha)	25+3=28
6	Mickael Maschio	(F - Yamaha)	15+12=27
7	Alessio Chiodi	(I - Yamaha)	12+14=26
8	Rui Goncalves	(P - Yamaha)	7+15=22
9	David Philippaerts	(I - Yamaha)	0+25=25
10	Gareth Swanepoel	(RSA - Kawasaki)	8+13=21
15	Wayne Smith	(GB - Honda)	5+10=15
16	Shaun Simpson	(GB - Honda)	3+9=12
24	Stephen Sword	(GB - Kawasaki)	2+0=2

James Noble

MX1 12-8

"First race I got a little too much grip and wheeled off the start and had to fight to get up to 12th – it was really hard to pass. I got a better start in the second and I did all right for the first couple of laps but the next few laps I struggled – the back brake kept sticking on, I think there were some rocks jammed in it. But I managed to pull my way back up to eighth."

"The fans have been absolutely awesome today – I thought with most of them up on the bank it wouldn't be quite as good as Matchams but it was on par if not better than Matchams."

Paul Cooper

MX1 16-DNF

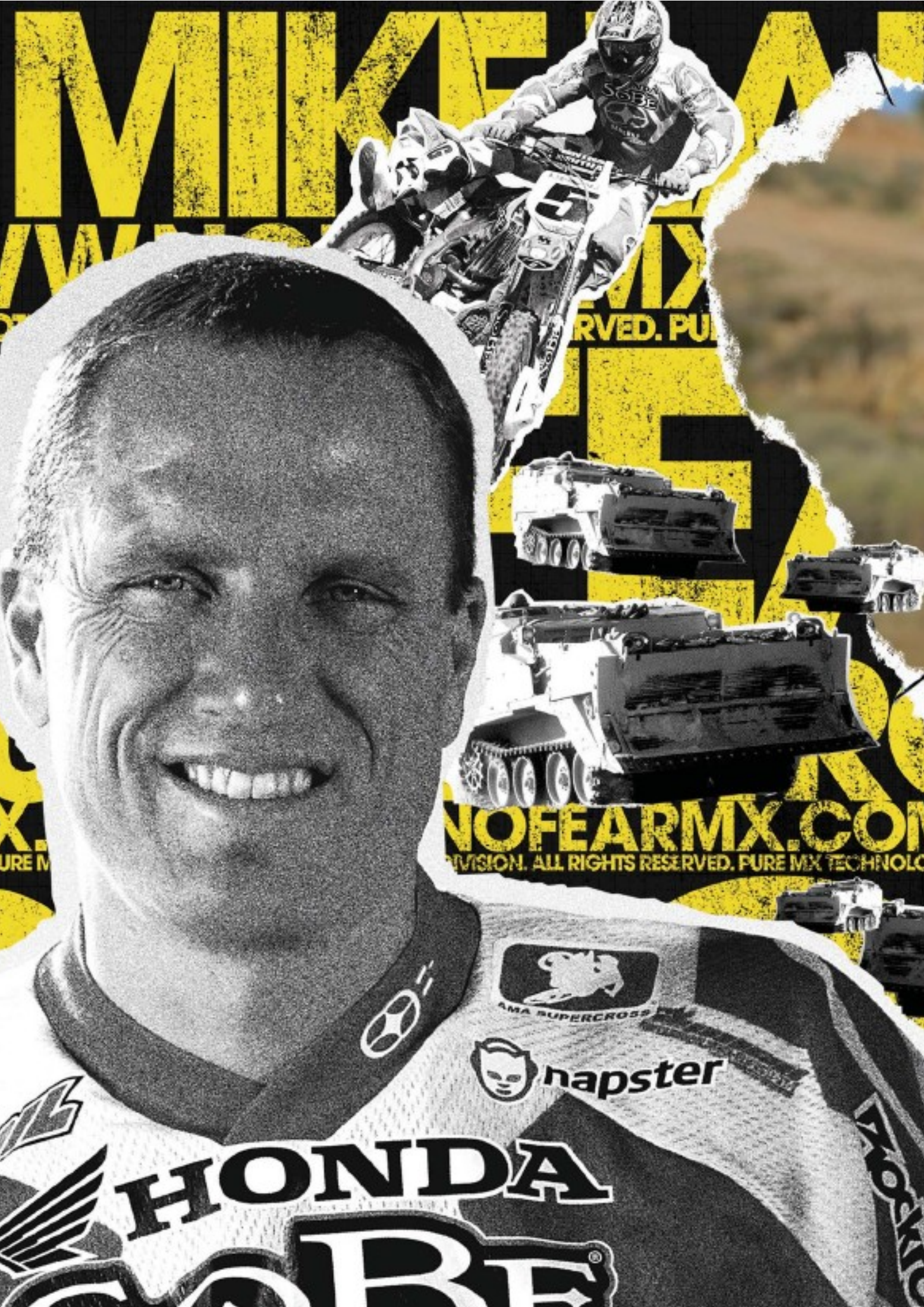
"I seem to have gone backwards with my physical condition again. I've got no idea why – I improved a lot a few months ago and I thought I'd seen the back end of it but I started struggling again last week in Germany and this weekend I've struggled physically. It's been a mission."

"The track's really good but obviously physically it's very tough and it's been warm which hasn't really helped my cause."

Mark Hucklebridge

MX1 DNF-DNF

"It's been a terrible day for me. A terrible weekend really. We've just been struggling. I couldn't get my head around the track – it's a good track but really difficult to learn to ride. I was riding around at the back in both races and kept making the same mistakes so I pulled in before I hurt myself."



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HUSHED PUPPIES!

Yamaha weigh in for '06 with a pair of super-smooth strokers capped at 96 decibels – but have they sacrificed power and performance to keep the green lobby happy?

Photos by Suttly

YAMAHA KICK off the UK launches of '06 MX machines with a pair of blues – their YZ125 and 250 two-smokers. Allington Lane, near Southampton, is the venue of choice for the **dbt** mini-marvels – long-time tester Tony Marshall and new boy Chris 'too small' Hammal – to take to the hardpack...

YAMAHA



*Tony goes
berm-busting on
Yamaha's '06
250cc stroker*

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WORKS



***Out-frikkin-rageous!
Now this is what we
call whipping a bike***



Words by Tony Marshall

FOR THEIR 2006 two-stroke models Yamaha have brought the noise level down to 96 decibels. I started the day on the YZ125 so it is officially the first production bike I've ever ridden that's fitted with a 96db rear silencer.

Beforehand I thought it could result in a major decrease in power – this year's model runs a 98db silencer and you'd be surprised just

how big a difference those extra couple of decibels can make – but I needn't have worried. The Yamaha engineers are used to producing a competitive two-stroke range and I found the bike performed pretty much the same as the '05 model.

It does feel higher for next year and this is due to a 10mm increase in seat height. And the

new seat has dramatically changed the feel of the riding position – it took me maybe one full session to get to grips with this as I felt as though I was sitting more on the bike rather than in it and my bodyweight seemed to be more over the front end than with the '05 YZ125.

After speaking with the Yamaha guys I



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introducing...

NEW BOY CHRIS STEPS UP TO THE PLATE

Words by Chris Hammal

Back when the 125 class was full of 125s I raced Yams for a good few years – seven in fact – before the four-stroke revolution took me under its wing. So I was more excited than Rick Waller in a cake shop to throw a leg over the zinger and see how they've progressed. At first glance it looks the same as last year's with not much change to the cosmetics and the trick ally frame and Renthal bars as standard.

When the time came to jump on it was easier said than done – I know I'm only knee high to a grasshopper but the seat is high. And once out on the track the ride position was odd as with the seat high the bars felt low. I felt like I was perched up on top of the bike instead of in it. But with the seat cut down the ride position would feel great.

Once wound up this bike's fast – it would rev forever but off the bottom it was flat. You couldn't just roll it on – you had to give it loads of clutch to get the revs up then it was off. I think this could soon be sorted with a little tweaking of the jets.

In corners this bike's great – it had a really good balanced and stable feel to it and wherever you pointed it, it went. The only problem I had was sitting so high meant my foot was nowhere near the ground. I weigh less than one of my mechanic Spode's lunchboxes and the suspension in the corners felt too hard. It had a rigid feel to it that had little give although along the straights it felt good, absorbed the bumps well and the more I rode it the more confident I felt. And on heavy landings it was great – it just soaked them all up.

To sum up this is a great 125 that in the right hands could hold its own in a class of 250Fs. Nice and light,

it can be thrown around a lot and feels very stable.

This is a bike that gives you more confidence the more you ride it – and it's also great fun to ride. I could have ridden it all day and gone home happy. After I'd changed the seat height.

On to the quarter-litre YZ and after riding a worn-out '04 250 all year I was excited to have a chance to ride a new bike. There's nothing like a new bike – light clutch, snappy throttle and no rattles!

The main thing about this bike was speed! The motor's awesome – anywhere in the powerband it was good and it would rev and pull forever. You could just roll or snap the throttle on in corners and the power was instant. No matter how hard I tried I couldn't get it to bog on landing and when practising starts it hauled as soon as I dumped the clutch. And it was also very useable power – anyone from a novice to a pro could enjoy this bike.

Like the 125 it also has the nice Renthal handlebars and the not-so-nice high ride position! Apart from the high seat the bars are in a nice comfy position, the titanium footpegs feel at a good height, the ally frame looks the nuts, there's not much change to the plastics and the seat cover's a nice gripper unlike the old slippery style.

The suspension was, for me, way too hard all round – over small braking bumps it bounced about and over the others I felt a little wary as though it was going to bite back and spit me off. Hopefully after a few hours it would loosen up and feel less rigid.

In corners it still turned well, it had good feel to the bike in the ruts and for a Open class bike it felt light and nimble – I mainly noticed this over jumps where you could throw the bike around.

All-in all this is a fast 250 that will rev and pull until you shut it off and, just like the 125, it would have a great ride position with a cut-down seat. The suspension needs some adjustment but if you got this right it would be a very good and competitive two-stroke.



Chris found the suspension a bit rigid for his featherweight frame – until it came to heavy landings

Get used to the new higher seat and you'll rip around turns



found out that if you really don't like the new seat you can bolt on this year's but I feel that you'd be better to persevere – I got on a lot better with the new seat after a bit. This was especially true in turns where the bike has a more positive feel – probably because my bodyweight was further forward.

A couple of the guys at the test found the new seat more of a negative and initially I agreed but after a bit of time on the bike I

changed my opinion and felt more comfortable and confident.

The track was hardpack and based around a flat field with made-made jumps and plenty of high-speed turns and straights. Over the jumps the YZ125 felt slimline and predictable and the suspension soaked up the landings just fine. The stability of the bike along some of the fast straights into braking bumps was first class with no chopping about, something that should be

helped by the forks that have a new wider pitch.

I didn't need to change the adjustment on the clickers at all but the Yams have always been good handling and the more time I spent on it the better I felt. New for '06 is a titanium rear spring – this obviously helps reduce weight, although it didn't appear to make any difference to the effectiveness of the suspension which works great this year.

So the handling's fine – what about the

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The 250 gets Chris' vote for its 'awesome' motor



engine? Well, the motor's performance was good. It didn't feel as though it punched as strongly as previous YZ125s but it was smoother so it was easier to get the power down to the ground which could make this bike more competitive against the four-strokes. It was quite deceptive really – there was no initial hard hit off the bottom or mid but it was very progressive right the way through to the top-end.

The '06 250 runs the same new seat as the 125 so it has the same riding position and feel but after a session on its little brother under my belt I knew what to expect. And, just like with the 125, it's a plus.

When you go from a 125 to a 250 you normally feel a lot of vibrations going through the bike because of the bigger engine but I

didn't get any of this from the '06 250. I felt a lot more comfortable – until I cracked open the gas and felt the strong motor!

We could maybe have played with the jetting a little bit. At the very, very bottom out of slow turns it was a little hard to lay the power down – although it's stating the obvious to say that a 250 two-stroke is more of an animal and will happily spin the rear a lot more, especially given track conditions that were rock hard in most places.

But overall the delivery felt pretty similar to the YZ125 in the sense that it was good and smooth – they're obviously trying to get a four-stroke feel combined with 250cc two-stroke performance.

Out of the gate second gear starts on the 250 were easy – the only time I struggled was

when I didn't have enough weight over the front end. It had loads of grunt and the front wheel wanted to lift.

Brakes are great on both bikes – at the risk of repeating myself from previous tests these days there never seem to be problems with stock brakes on any bike – and all the controls felt very comfortable while Renthal bars and grips as stock can only be a good thing.

Just like the 125 the front forks have changed with a wider pitch for improved steering. Admittedly the bike steers very well but there doesn't feel to be all that much of a difference over the '05 machine.

The 96db silencer I feel is a big plus. It makes the power delivery a lot more user-friendly which has got to benefit 99 per cent of Yamaha owners.



specifications

YZ250

Capacity:	249cc
Bore and stroke:	66.4mm x 72mm
Transmission:	Five-speed
Carburettor:	Keihin PWK38S/1
Front suspension:	Kayaba USD (300mm travel)
Rear suspension:	Kayaba (315mm travel)
Front brake:	250mm disc
Rear brake:	245mm disc
Wheelbase:	1481mm
Seat height:	997mm
Dry weight:	96kg



specifications

YZ125

Capacity:	124cc
Bore and stroke:	54mm x 54.5mm
Transmission:	Six-speed
Carburettor:	Mikuni TMX38
Front suspension:	Kayaba USD (300mm travel)
Rear suspension:	Kayaba (315mm travel)
Front brake:	250mm disc
Rear brake:	245mm disc
Wheelbase:	1443mm
Seat height:	998mm
Dry weight:	86kg

HAWKSTONE HEROES

The recent WTC round at Hawkstone Park surprised Jack with more than a few blasts from the past from his early days on the scrambling circuit...

Words and photos by Jack Burnicle

AN EPIC weekend at Hawkstone Park's world trials round proved, conclusively, what an awesome natural amphitheatre this Shropshire valley truly is.

A Saturday audience braved sporadic showers and, finally, driving rain to soak up scrutineering, official practice, sections inspection and extravagant stunt races across the LSS skips featuring veteran British titleholder Steve 'Showtime' Colley and newly crowned Junior Cup champion James Dabill (pronounced 'Daybill' as his annoyed aunt eventually informed me the following afternoon).

Sunday's better weather and the prospect of eyeballing the world's best at dramatically close quarters (or quarter-of-a-mile away across an ocean of avid heads as I did!) attracted 8000-odd vociferous fans to the slippery, slimy woodland den. Atmosphere electric, action intense, observers occasionally absurd and, ultimately, an unlikely home win that raised

decibel levels to an enraptured frenzy.

Such gripping world championship gatherings always attract dirt biking stars past and present, either directly involved or – by proxy – connected with the whole glorious occasion. And several were motocrossers I'd photographed during my long-gone juvenile, formative years!

Somehow I hadn't seen Sam Connor's dad for over 20 years. A dashing south eastern centre motocross racer in the sixties and seventies, Jim Connor's bright-eyed, ruddy complexion conveyed undiminished enthusiasm and an outdoor life tending the 40-acre trials facility he runs down in Surrey.

Jim was there, of course, watching over Sam and an even taller son, Tim, who acted as Sam's minder. And Jim's brother-in-law Malcolm Rathmell – on duty himself as minder to Sam's cousin-in-law Graham Jarvis (these trials family trees can get confusing!) – is another former

'scrambler' of the late sixties. For although 'Rastus' Rathmell subsequently sealed his niche in history as a trials star, his elastic, elegant (and wickedly quick) riding style caused a stir in motocross circles during the couple of years he campaigned a factory Greeves. When I was still learning my trade with a camera Rathmell proved an electrifying and compulsive subject, his poise and technique anticipating David Bailey by a dozen years or more!

Malcolm's biggest rival throughout his trials career – Martin Lampkin – beat Rastus to the coveted first ever world trials title by a whisker in 1975. But they also clashed as teenaged motocrossers in the late sixties when Martin would borrow his big brother Sid's works 250 BSA (and yes, ARC 'Sid' Lampkin was at Hawkstone too). "Ah were a crap scrambler, though," quips Dougie's dad!

They were both eventually eclipsed in trials, at home and abroad, by Finland's triple world



THE DAVE 'BICKER' BULLDOG
STYLE OF SIXTIES' SCRAMBLER
TONY SHARP (CZ) FROM CUMBRIA!
PIC: BURNICLE



Moderate Rattimell or
Markker Wightman, in East Yorkshire, during June 1969,
where he won a series of dusty duels with his pal
Martin Lampkin.

champion Yrjo Vesterinen. 'Vesty' was another veteran on duty at Hawkstone, camouflaged as minder for his son Mika and biting the bullet of frustration with jovial difficulty as former winner Mika missed out on a Junior World Cup podium.

World trials first visited Hawkstone Park 10 years ago and the three world champions who mounted the rostrum that memorable weekend were in vivid evidence again. Jordi Tarres, Marc Colomer and Tommi Ahvala all work for Gas Gas – Tommi from his home outside Helsinki where his parents promoted world motocross and, briefly, trials rounds at Ruskeasanta in the eighties.

With Spain's last world champions Tarres and Colomer, Ahvala was back in Shropshire supporting the cool, confident kid they all expect to end that nine-year Spanish drought. Tommi even, with typically polite deference, asked if I could check with 'Charlie' (the stout foreign computer oracle of world championship trials) whether Adam Raga's first lap loss of 41 should not, in fact, have been 38. Charlie said no, Adam had indeed lost 41. Tommi, in the manner of a true champion, accepted this vexatious verdict gracefully and without a murmur of dissent!

Tarres and Colomer also, along with flamboyant Montesa-Honda development rider Amos Bilbao, participated in Saturday practice sessions to the delight of a loudly appreciative audience!

There were others. Bespectacled Italian boffin Donato Miglio, twice a top three finisher in the world trials championship in 1988 and 1990 for Fantic, kept a low key surveillance on Beta's outrageous new boy Toni Bou whose extravagant cleans of the artificial rock sections alongside the stage brought forth groans of disbelief from a knowledgeable gallery!

Doug Lampkin himself had won four times previously at Hawkstone Park – in fact, every year since Jordi's 1995 victory. And three times he'd been joined on the rostrum by British

opponents. Steve Colley, given a huge send-off at his world title swan song, finished third behind Lampkin and Colomer in Y2K. And Graham Jarvis, seventh overall this year and victim of one particularly scurvy piece of observing on section three that stung the crowd into hostile protest, had been on the rostrum both days in 1998. "That was when I was young, though," chuckled the now 30-year-old Grimbo!

Behind the scenes, Terry 'Mother' Challinor and wife Maggie worked tirelessly all weekend – Mother as environmental officer, sweet-talking the local farming community. Still a winning pre-65 competitor at 63 on a snarling Triumph Metisse, Challinor actually marshalled as a lad at the inaugural Brian Stonebridge Memorial Trophy meeting that attracted 54,000 (yes, 54,000!) people to Hawkstone in 1960. ▀



(Doug's Dad!)

Young lad
Martin Lampkin borrowed one of his
big brother's BSA's to roost round Hutton
Conyers in May, 1969, ahead of East
Yorkshire champion Rod Harrison (the quinn, T).
Rodney got past to finish 3rd in the 250
final. Note delightful period transporters
in the pits!



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Thames Motorcycle Clubman
 Jim Connor pictured at Pirbright's
 the Downty 100-mile Motocross in Surrey
 on October 19th, 1975.

JACK BU
 Photog
 01 - 348



Mother raced throughout the sixties and early seventies, riding his only grand prix at Hawkstone in 1975. Then, after a 15-year retirement, the potty, silver-haired Pontesbury insurance broker burst back on to the classic racing scene in the early nineties.

Finally, the man at the helm of promoters L&M Events with Martin Lampkin is Jake Miller, himself a former trials rider and minder. To my amazement I found out that Miller's father-in-law

was a personal hero of mine back in those monochrome days. Spectacular and aggressive, cast in the forceful stylistic mode of twice European motocross champion Dave Bickers and similarly clad in green ACU shirt aboard a twin-port CZ, Cumbrian Tony Sharp blazed a trail across the scrambles circuits of northern England throughout the swinging sixties.

Another compelling subject for an adolescent snapper!

JACK BURNICLE
 Photographer
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Cairolì takes the holeshot at Nîmes back in July chased by the then series leader Andrew McFarlane



Surprise package?





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Hercegovina

When we surveyed GP MX's main movers and shakers at the start of the season no-one gave Antonio Cairoli much of a chance. How wrong they were...

Words and photos by Alex Hodgkinson

WHEN dbr asked the managers of the leading GP teams to make predictions on the outcome of the MX2 world series back in the spring, few went for Antonio Cairoli.

Most of them felt that the rookie sensation of 2004 would find life hard in the fast lane in his follow-up campaign. But the 19-year-old from Sicily has proved them wrong.

His 2005 campaign has not gone without the occasional hiccup but he has hit back each time with a stunning display of speed and commitment which has left the rest floundering in his wake in almost half of the season's motos. Toni Cairoli is for real!

"Last year was the first time I had ridden the world series and I had set out just hoping to gain experience. Before the season started I thought it would be a success just to qualify every week but mid-season I was fifth on points and wanted more." By season end he had scored his first GP victory and was ranked third in the world.

"This year everyone expected more of me but I didn't feel any pressure, even though it didn't always run smoothly. At Zolder I crashed

in the warm-up and hurt my ankle. It was not easy in the race so I was very happy with the results I got there and I recovered quickly.

"I had no problems with my ankle in Spain and Portugal and won three motos out of four to take over the red plate."

Indeed Toni won four first motos and was second in the other of the five GPs which followed Zolder but meagre scores in second motos were keeping the title chase tight. "It was just coincidence – I crashed in Spain and at Namur but I wasn't nervous or anything, just ***t happens."

Although Toni insists that "Yamaha Italia is one big family" he came up against a stone wall of three Ricci Yamahas in the second moto at Sugo in Japan.

"That race was frustrating. I don't know if they were doing it on purpose but it seemed like there were always two of them riding alongside each other as soon as I got past the third so he could attack me again.

"I was faster but it took me half-an-hour before I could finally get past all of them and by then it was too late to chase after

Success in '05 has been hard-fought and deserved



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MacKenzie and Sword. If I had got past earlier I think I could have caught them."

The tension with Team Ricci rose a week later at Matchams. "I have no problems with Chiodi. He is so experienced and rides clever lines – he is so difficult to pass. You saw in Nismes that even McFarlane could not pass him in 40 minutes."

"But I had already had problems with Guarneri in the Italian championships at the start of the year and we have never really got on. I don't want to say that he caused the crash at Matchams on purpose because he went down too but it was he who made the mistake which made us collide."

For an hour Toni thought he was the latest hopeful to crash out of the series. "I had a lot of pain in my wrist and I felt sure it was broken at first but I managed to start race two and scored a few points."

One week later in Italy he was winning again, taking the first moto and the GP. "In the second heat Sword caught and passed me and went away and I felt sure at that stage of the season that he was the big danger to me for the title. But then he got hurt. Rattray was already out and I think the three of us were again the fastest in MX2. McFarlane is consistent but he

doesn't have the outright speed."

Toni had the red plate back – but then came France! "I didn't want to kick Guarneri – I'm really sorry that I did – but when I got wiped out and saw who else was on the ground I just exploded, we had clashed so often before. It was a spur of the moment thing, it's not as though I had waited half-an-hour and then gone round and punched him. That would be premeditated."

"That's why I feel the penalty was too harsh. I accept the fine – I deserved that – but Everts didn't get disqualified from the race in South Africa last year and, on the same day as the GP in France, there were two cases of riders going back to the pits after the race and hitting another rider at the superbike world championship. But they only got fined."

"I think and hope I will win the title anyway but I feel upset that I was not allowed to race. It was not nice to see and it was wrong but I don't see that an impulsive reaction on the spot is worse than doing something half-an-hour later."

If there was anything positive from the incident and the consequences, it was the gut reaction Toni had to the penalty. "It just made me even more determined to win and in Sweden and Nismes I was in control. I like both

tracks, I holed out and I won both motos at each race."

"McFarlane was quite close in the second race in Sweden but I always had plenty in reserve – every time he attacked I could counter and pull away again. But Melotte was very fast in Nismes. I pushed very hard in the second moto but I could never shake him off."

"As local favourite he had the support of the crowd and he knows the track like the back of his hand. It was a nice race, good for the adrenalin. It's more fun to battle than to run away with a race. The first race was easy because the rest got stuck behind Guarneri!"

But the knowledge that he could be in the public eye for the wrong reasons did cost him in South Africa. "Melotte came across me on the first lap of race one and we both went down. I came back quite quickly into the top 10 and I was less than 10 seconds off the lead but then I came up behind Guarneri. I was so aware that I had to pass him without touching that I lost all of my rhythm and even Pourcel passed me back twice."

Toni feels the dominance of the Yamahas in this year's MX2 series is down to two reasons. "The Yamaha was already a very good bike in 2004 but the development which has gone





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into the YZ250F is incredible – I practised starts on the test track at Nismes with Ben Townley on his 450 and every time I pulled away over the first 20 metres and could hold him over the next 20 before the outright power of the bigger bike brought him back to me.

"And the Yamaha teams signed a lot of good riders this year while Sword, Pourcel, Ratray and De Reuver all got hurt."

Indeed, the only regular threat to the Yams through mid-summer was Toni's buddy David Philippaerts. "We always had good friendship ever since we were riding in the juniors and we both spend a lot of time in Belgium during the season. We are very similar in character and have many of the same interests."

Like what? "Girls! But now he is engaged. Terrible! I prefer to be free – nothing steady. I'm not ready to settle down yet. I am still young

and there is plenty of time for that."

And the boy still has a soft spot for his native Sicily. "My time is split between Italy and Belgium between races. It depends what races are coming up – if there is a sand race next I will go practising in Belgium but I also like to go back to Sicily. When it is possible with the schedule I like to get away from it all for three or four days, to relax and clear my head."

"I like to take a look around the countries we visit but there is not always time. I had a day in Tokyo when we were in Japan and I enjoyed that but I didn't like Johannesburg. I certainly wouldn't want to live there. The people live behind high walls and barbed-wire fences – I understand why they need to do this but it would not be for me."

Toni is clear where the future takes him. "For 2006 I have already signed to stay MX2 with

Team De Carli again on Yamaha. I spoke with Pit Beirer too but we didn't discuss a contract – I was more interested to find out what sort of deal would be possible with them."

"And next year I want to go to race a couple of times in America, perhaps one supercross and one National. I will just have to see how I can fit them into the schedule. I love supercross and I hope I can already go over there to race full-time in 2007."

British fans won't get to see an MX2 showdown in Ireland after Toni took the title in Lierop but they'll still get treated to the sight of Cairoli on the gas. "It is a new track for me but that doesn't bother me. Last year nearly every track was new to me and it wasn't a problem and this year too we have had several new tracks. I actually enjoy racing different tracks because they present a new challenge."



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Sharky carried the red leader's plate for most of the summer but lost out to Cairoli in the end



SHARK BAIT

He's missed out on this year's world MX2 title but Andrew 'Sharky' McFarlane's still hoping to hook a top deal for '06 – in Europe or the US

Words and photos by Alex Hodgkinson

IT TOOK Andrew McFarlane four years to score his first GP win but the 28-year-old from Queensland enjoyed the experience so much he just kept on winning and headed the MX2 series for most of the summer before losing out in the end to Antonio Cairoli.

Sharky's advance from top tenner to top gun is more than just natural progression. "I think my success this year is a combination of a lot of things. Firstly, I really believe in myself this year and I've worked on a lot of aspects of my riding which have combined to make it possible for me to lead races, win GPs and be a real threat for the world title.

"There were a lot of things that weren't put together at the right time in the past – it was just a matter of putting the final brick in the wall. I worked really hard in the winter and it has paid off.

"It's really easy for other people to point the finger and say you should be doing this and why aren't you winning races? But in the end it's something you have to work out in your head for yourself. Until you find out for yourself the combination which is right for you, then you're not going to find the answer.

"Winning in any sport is something which you, as an athlete, have to work out – to find your faults, to find the positive things and to make yourself strong enough in every aspect to go for the title. I could easily have taken the wrong path but what I did last winter was a good combination. It clicked in my head and I knew, right, this is the right way for me.

"I spent a long time back in Australia in January with Stephen Gall, one of Australia's top motocross riders from the past. We worked well together and a lot of things we did together and talked about were very positive for me. I think it was a great benefit to be able to work on aspects of my preparation in this atmosphere. We talked a lot about the way to win races. It was like a jigsaw puzzle – if there's one piece missing the picture doesn't look good but when the final piece is put in it looks great.

"In the end you are relying completely on yourself in an individual sport and there's no way anyone else can compensate for any deficiencies you have."

Many also underestimate the upheaval of coming halfway round the world to live and race. "For sure it's not easy but I think both Natalie and myself have accepted the life in Europe much more the last couple of years. We've come a long way ourselves and we have the right people around us too – people who want to do the right thing, just because they want to see us succeed. People who ask nothing in return other than to be friends.

"That's important because you can have people around you and they want to put their finger in the pie and have something back from it. You find out who's who when you see who is there beside you through the good times and the tough times.

"And this year we've found the right support, we've got a great team behind us, we've got a great machine and I did all the right work in the winter. I could see it all coming together and it made me so motivated."

Andrew's first year in Europe was in 2001 with Rinaldi Yamaha in the 650 class. "I was still unsettled in the lifestyle but, looking back on it now, it helped us a lot both then and since knowing there was someone to fall back on. ►

Natalie has been a constant companion during McFarlane's time in Europe

profile





Happy days as Sharky tops the podium at the Matchams GP

"All through the time I was at Kawasaki I maintained a good relationship with both the Rinaldis and I have a lot of respect for everyone there, especially Carlo and Michele. They pretty much took us in as family and we respect that and will never forget it. They're a good bunch of people.

"I think they knew what I could do and they believed in me, it was a simple matter at the end of 2001 of them not being able to offer me what I wanted. But they understood my wishes and didn't want to stand in my way. I didn't feel I could handle the bike at that stage of my career. I wanted to go back to a 250 two-stroke and there wasn't a place for me in the Yamaha line-up on one.

"I had a great year in 2000 on Kawasaki so I went to Jan de Groot but things didn't work out. It was a big mistake and I really struggled there. I wasn't happy. It was a team where you were given the bike and a job to do and there wasn't the close relationship which I had been used to back home and at Rinaldi.

"I had two years there where I was riding myself into a hole. I told myself I had to turn it round. I had won titles in Australia, beating the likes of Reed and Byrne. If I wanted to get to America I had to do something soon.

"My second year at Kawasaki we were fighting a lone battle against the four-strokes and it just couldn't go on. We already had it tough the first year they came in because of all the development and at the time Kawasaki had neither a 450 or a 250 four-stroke. Yamaha already had their riders on 450s, then the option came on the 250 with Steve Dixon and I initially saw it as the opportunity to do a good job and

then get back into MX1. I had to get my feet back under the table. I had left myself in no man's land – I didn't have the results to make everyone want me but Steve gave me the chance and I am grateful.

"I had a good season in 2004 and it was good to race regularly with the British championship on the weekends between the GPs. I think I really ride the 250 four-stroke to its optimum, getting the best out of the power characteristics and the suspension."

Fashion goes in circles and in 2004 Andrew was the only GP rider using Ohlins. "The hard thing was the bias against Ohlins. They didn't have a good image among the kids but I tested with them and Kayaba at the start of last year and I was really happy with the Ohlins.

"What you put in is what you get out – that's what we did and other people saw the result too. At the end of last year I was the only person in the paddock using Ohlins but there are now five or six using it, including the Pourcels. I don't think Moose treats me any different to the others but we developed a good working dialogue last year, making progress every time we tested and that has carried over to this year."

Despite a double win in Italy and a moto success in Belgium, 2004 was not all plain-sailing even before Andrew got hurt at Gaildorf. "We lost the mechanic in January which gave us a difficult start and we had a few technical problems."

Andrew had been recommended to Dixon by the Rinaldis and for 2005 they suggested a switch to an Italian team. "Ricci are physically closer to the Rinaldi base and they are a major



MX2 team, having concentrated on the class all along. It runs like a factory team, it's just another cog in the wheel.

"When everything is running smoothly in the team it is reflected on the track and vice versa. Chicco is one of the nicest guys I have met in the sport and we both respect each other as persons and riders. We both ride clean. If Chicco makes a pass on me he does it cleanly and I do the same.

"Our bikes are somewhat different. We use different suspension and like different set-ups. We discuss tyres sometimes and we help each other a little out on the track but at the end of the day we are rivals just like anyone else."

There have been an extraordinary number of injuries this year in MX2 but Andrew is sure he would have been up there anyway. "Some people have said Tyla [Rattray] would have won the title this year if he hadn't got hurt and he rode very strong at Zolder but that is one of his best tracks and he had lost the red plate already before he got hurt.

"Staying out of trouble is all part of winning and I think some people underestimate how strong MX2 is this year. Just look how many guys have won races – there are for sure 10 riders battling for first three every moto whereas in MX1 there are three or four riders. When I crashed in SA, I suddenly found myself in a freight train of eight guys battling for third. You have to have the speed, you have to stay out of trouble and you have to have a little luck – but you can make your own luck too!"

With his hopes of a world title over for another year, the Aussie is weighing up his options for '06.

"I'm still in the middle of negotiations here and in America but I hope I'll know in the next couple of weeks. If I go to America I will for sure ride 125 but if I stay here I could ride either class – it depends on the deal and the support I get. I have to look at it in the long term. It's no good just to look at a single year.

"You need good finance and a good bike and material. It's no good just looking at the money because if you don't keep delivering the results you have to start from scratch again the year after."

But Andrew is determined to follow his fellow Aussies to America in 2007. Some people have questioned the wisdom of such a move so late in his career but Andrew dismisses the doubters.

"It's kind of sad that people look at age because I don't think there's a bar on success with age, quite the contrary in fact. At the moment I am at the top of my sport and as an athlete I feel better than I have ever done. Age should not be an issue.

"When you look at the riders who are winning both here in the GPs and in America, most are past 25. Okay, Alessi is going good but Carmichael, Tedesco, Windham – those guys are all in their mid to late 20s. And I think as you get a little older you understand a bit more about your body, what you can and cannot and should do and – most importantly – you are hungrier. You appreciate how important financial stability is and you know you only have another three, four, five years left so you want to do the best you can in that time.

"You are totally focused on winning and being successful in your sport whereas many of

the younger guys try so hard to get on a factory team and they think they've arrived when they make it. But the real work is still ahead. They have good money and want to enjoy life and team managers have come to see that the older guys are probably more determined than ever to win championships.

"I don't see supercross as a problem. In my final year in Australia I got my own SX track built and I made big steps in SX – I was able to beat Chad and Byrner in the SX and I still believe I can do it again.

"When I go back home, I like to have fun riding on SX tracks and I adapt straight away. It would be something new and I'm always up for that. And, when you are good at something, I don't think you ever lose it. It's just a matter of refreshing yourself, perhaps even being better than before with the experience of the years between."



A sporting handshake with MX2 champ Cairoli

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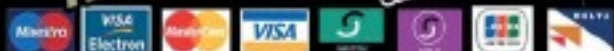
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Off-season training regimes should be about maintaining fitness in a more varied and enjoyable way

Words by Alan Milway Photos by Paul Thomas

THE NUMEROUS national MX series are coming to an end, it's getting close to that time of the year when the clocks go back and we're plunged into what seems like eternal darkness and winter is unfortunately creeping its way around the corner.

So it's a good time to look back over how the season has gone, try to highlight strengths and weaknesses and think about planning your training programme for the off-season.

It is easy to lose focus at the end of a long season. Taking a break from your regular training is important and will boost your

motivation. You can then come back after the break to start training in earnest with fresh goals, more drive and a better knowledge of what is required to succeed.

This desire to want to succeed is crucial for the winter months. Stephen Sword reckons having a break from things and catching up with different friends for a couple of nights in the pub is needed to keep things in perspective and get that drive back which will send him out training again.

They say that a change is as good as a rest so why not base a suitable training programme around this? The main aim of an off-season (as opposed to a pre-season) training plan is to maintain cardiovascular fitness and some strength training in a much less structured and more enjoyable way. Try to do some sports that you don't normally have time for during the season. If running and cycling are the basis of your training week try swimming, squash, tennis





or basketball for a change. These activities will help maintain cardio fitness and can be done in a much less rigid and often more sociable way. If you still want to run try different routes with no stopwatch or go to a park to run off-road.

If you're thinking of a holiday, how about a trip somewhere chilly and spending some days cross-country skiing? These guys are deemed the fittest in the world with higher V02 max figures than even Tour de France cyclists so a bit of XC skiing will not only be fun as you flap about for the first 10 minutes on the snow but it will also be better training than you can imagine.

As for strength training, there are many ways to keep this up without spending as much time in the gym as usual. There are loads of climbing walls and climbing centres around and just an hour or so will leave you laughing at your mates' poor efforts and your arms, back and chest bulging from the exertion – all without having to count repetitions or load plates onto a bar. Country parks often have 'trim trails' with monkey bars, chin-up bars and sit-up benches which you can combine with walking the dog and throwing things at the ducks – again, the emphasis is on enjoying a much more relaxed atmosphere.

I train at a reservoir with all this equipment with Glen Phillips and instead of doing a serious work-out his interest is more in pushing me into the water, knocking me off the balance beams, beating me up the climbing poles or simply laughing at me when I hit my head on the chin-up bar in front of a load of girls. All the while his effort and heart rate are high and at the end of the hour-and-a-half session there is no more fuel left in the tank.

If you are following a good, balanced diet keep that up but if you're craving something greasy now is the time to succumb for once. You will realise that Macdonald's still tastes rubbish and as you lick the fat off your fingers from that KFC you'll want to get back to some proper food before long!

Don't monitor times, repetitions or distances in this period of time and if you can sleep in later make the most of it. Your body will thank you for it.

But keeping active is important – if you get into too much 'couch time' it will be harder to get back into a rhythm and you will lose that fitness you have spent months building up. Different sports will help you maintain fitness and, if they are different from a normal week or weekend's training, will not feel like training which is the ideal balance for now.

With this more rested approach and with racing not the main driving force behind your



training you can start to evaluate how last season's training and racing was in a much better frame of mind. What were your strengths and weaknesses? How did you feel your season went? How does this compare to the views of your dad, girlfriend, trainer or team manager?

Often it is in these discrepancies that a trainer or coach can find out the best areas in

which to work as a rider will attribute success and failure in a different way to a third party and weaknesses are often put down to external factors – something a critical observer may not do. With these answers it will help you plan next year's aims and goals and from this the training plan can be formed.

The main point is to try and have fun, rest and recover from months of travelling every weekend and try to peek through the door into the life of a non-racer. The next month or six weeks should be about keeping this change of scenery so that you can gradually put together a good plan of attack to kick in from November and build up so you hit the ground running in January. The bicycle will be looked at with a more favourable eye and how about treating yourself to some new running trainers to make you want to get out for the miles when the next phase of training kicks in?

In my next article I will be constructing a structured training plan to build up for pre-season so have some fun for now – it's back to work next month!



checklist

FIVE TO REMEMBER

- 1 Have a rest from your usual training plan for the next six weeks
- 2 Try out some different sports
- 3 Take the focus away from racing
- 4 Review the season and pick out your strengths and weaknesses with help from friends or family
- 5 Make the most of this time for some relaxation and fun before concentrating on preparing for '06



medical milway

Alan Milway is a qualified sports scientist who runs MX Fitness specialising in training motocross and enduro riders. For more information on how Alan can help you train go to his website www.mxfitness.co.uk or call him on 07810 827427



DAVI GETS ON THE GAS OUTDOORS
— HE'S NOT HAD THE SAME
SUCCESS AT THE NATIONALS AS
HE HAS IN SX BUT A BROKEN
WRIST CERTAINLY AIN'T HELPED



Steve Cox is an American moto-journo who follows the entire AMA SX/MX tour. A staffer at famed US weekly Cycle News for over four years before striking out on his own to do the freelance thing, Steve's an ex-pro motocross racer so he can ride as well as write. He knows the sport and its personalities like few others and as our US Editor provides top-level insight and features fresh from the Stateside scene...

NEW BOY!

Words and photos by STEVE COX

Teenage hotshot Davi Millsaps has big dreams – next year he has Honda to help him realise them

DAVI MILLSAPS IS A BIT OF AN ENIGMA. HE IS ALWAYS UPBEAT BUT NOT EVERYONE GETS HIS SENSE OF HUMOUR. ROGER DE COSTER IS REPORTEDLY ONE OF THEM. ROGER GENERALLY LIKES THE REAL SERIOUS RACERS, LIKE RICKY CARMICHAEL AND BROCK HEPLER. DAVI DEFINITELY DOESN'T FIT THE MOULD. HE'S CERTAINLY SERIOUS ON THE RACE TRACK BUT OFF OF IT HE'S MORE OF A CLOWN. SOURCES INDICATE THAT'S A BIG REASON WHY HE SWITCHED TO HONDA FOR 2006. NOT ONLY DOES HE BELIEVE THE BIKES ARE BETTER BUT HE HOPES TO HAVE A BETTER FIT WITH HIS PERSONALITY. THE OTHER SIDE EFFECT OF DAVI'S PERSONALITY IS THE GIRLS. WHENEVER YOU SEE HIM IN THE PITS THERE IS ALMOST ALWAYS A FLOCK OF TEENAGE GIRLS NOT TOO FAR AWAY WITH 'I LOVE DAVI' AND 'DAVI IS HOT' SIGNS, COMPLETE WITH GLITTERY LETTERS AND HEARTS DRAWN IN AS THOUGH THESE GIRLS HAVE BEEN PRACTISING THE SHAPE FOR YEARS. OH, THE LIFE OF A TEENAGE FACTORY SUPERSTAR...

DBR: So how come you weren't considered to replace Mike Brown on the US Motocross des Nations team?

Davi Millsaps: "Have you seen my results lately?"

DBR: You won a few supercrosses this season and if not for an incident at Daytona when you and Troy Adams crossed lines you may have been the champion. What happened when you started on the outdoors?

DM: "I don't know. That's a good question. I think I was more mentally prepared for supercross than I was outdoors. I came into outdoors feeling good from the supercross season but I don't know. "And then I've been riding with a broken wrist since Hangtown so that's been hurting me – I go in for an MRI tomorrow to see if I need surgery or not."

DBR: Is this something that might have to happen right away?

DM: "After Glen Helen, if I need it. I've been riding with it since then so I'd rather go ahead and finish the series."

DBR: What exactly is wrong with your wrist?

DM: "A bone chip broke off in there and they want to do an MRI to see if any cartilage is torn in there or anything."

DBR: This is the first we've heard of the wrist.

Why is it that you racers tend to keep your injuries secret?

DM: "Because they don't want sympathy. I don't want sympathy from a broken wrist. I think people might think I'm making an excuse but I'm really not. So I don't bring it up."

DBR: I don't think anyone thinks you're in poor shape but is there a lack of motivation for the outdoors after your indoor season was so promising but ended without a championship?

DM: "No, not necessarily. I always want to race, even if I do have a broken wrist or even if I don't really feel like riding that day. I still love to race."

DBR: So you've had two podiums – Mt Morris and Unadilla...

DM: "Yeah. Two great podiums out of the whole season. That's great. I'm two for 10. Isn't that wonderful?"

DBR: You're pretty hard on yourself, huh? Is there a part of you that just wants this season to be over with so you can begin testing with Honda and get ready for supercross next year?

DM: "Well, I'm definitely looking forward to next year. If I have to get my wrist fixed it will be after Glen Helen although we don't know if I'll need it yet. I've dealt with it this much, so I guess I could keep dealing with it."

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DBR: Isn't the option on the table to ride 250s on one coast with Honda next year? And if so, are you concerned maybe you won't want to ride the 125cc class after riding the 250?

DM: "Well, for one, I don't think I'm going to ride 250s next year. I might – it depends on how things go – but I don't think so."

DBR: You've ridden the Honda, right? So is there something specific you're looking forward to with the team? I understand money wasn't the issue with your switch from Suzuki.

DM: "There was an interview on the Racer X website with De Coster and he made it out to be like I switched for the money. That's not the reason. They matched the Honda offer but I still went to Honda. I don't want people to think I switched for the money. That's just not true."

DBR: So, what were the reasons for your change of machinery?

DM: "Don't get me wrong because I like Suzuki and I like the people there and I've been with Suzuki since I was an amateur but I didn't switch for money, so that should tell you I switched for the equipment."

DBR: Honda have always had the reputation of having the best equipment and having a team that works as a unit. I'm sure they'll be expecting you to win.

DM: "I expect myself to win, too, Dog."

DBR: With the hurricane and all have you been able to ride at all lately?

DM: "I haven't ridden in about two weeks. I can't ride at all. It has rained like three inches a day and my track is pretty much levelled."

DBR: What do you do since you can't ride?

DM: "Mostly cardio training. I go to the gym, then I do whatever. I run errands that I can't do when I'm riding. I've played golf every day. Just because the courses are wet doesn't mean they aren't open. Plus, when the ball hits it stops."

DBR: Isn't that an old person's sport?

DM: "I feel old! Does that count? It's just fun, especially when you go with a lot of people. You go with a really good guy, a good guy, some decent guys, then you, then a guy who really sucks. At least you can make fun of one person."

DBR: Let's talk about your approach to racing. Why do you seem to be so relaxed at the races, whether you're winning or not?



DM: "It still hurts inside when I do bad but that's just how I am. I'm not going to throw stuff around if I do bad or sit down and cry or whatever. I suck it up and go home and fix what I did wrong."

DBR: I've also heard from people close to you that you're a genuinely nice person and that you'll do just about anything for your friends. Is this true or are they on your payroll?

DM: "Normally, if the help doesn't have to do with manual labour...[laughs] I'm just kidding. But I've helped a lot of people out of a couple things. If they need to borrow my truck or whatever, that's fine. If they're moving, I'll help them. I'm fine with helping my friends. I'm there for all of them."





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DAVI GETS A TOP UP FROM RISING BRITISH STAR JOE DARK AT THE MILLSAPS TRAINING FACILITY

DBR: That kind of flies in the face of my theory that all championship-calibre racers are inherently selfish and arrogant. Arrogant because you have to believe you're better than the people you're racing with and selfish because you have to put yourself and your training in front of other distractions.

DM: "I'll let you know how it is. I'm only going to be arrogant to myself. I know what I can do. But I'm not arrogant to anyone else. I can go to the line being cocky to everyone and it'll just make everyone think I'm a punk or I can just keep it to myself. That's what I do."

"And the selfish part, I'm only selfish like that when it comes to girls. They're always, 'Don't ride. Come do this instead'. So, no, I'm not going to do that. I didn't hang out with my last girlfriend on her birthday so she broke up with me because I was riding all day. I had to ride. It's my job. I put my riding first, friends second and girls third."

DBR: So it's a hard life for a girl in Davi's life, huh?

DM: "Not if they know what I'm doing. Some girls get it. Girls that are around guys that ride a lot, they understand. Those are the girls I try to meet. I like dating girls from the track because they understand."

DBR: Since you've started winning races have your career goals changed at all?

DM: "I wanted the championship this year and I didn't get it. I won three races and podiumed a few others. I want to win the championship next year. I'd like to win

both of them but at least one of them.

"Then I want to go to the 250 class. I don't think I'll win the 250 class the first year. I'd like to but no-one's ever done it before. Of course, it's going to be hard with all of those guys up in that class – except Ricky, who might be retiring by 2007 – but I want to podium and stay up there."

DBR: By the way Davi, there was one guy that won it in his rookie year.

DM: "Okay. Who?"

DBR: Some Jeremy McGrath guy.

DM: "That was, what, like 1950?"

DBR: It was 1993 actually – you were five then.

DM: "I was winning then, actually. [Laughs] What's up Jeremy? Me and you won in the same year, Dog!"

END ZONE!

RC wraps up yet another title and Tedesco inches nearer to his first outdoor crown as the AMA Nationals draw to a close

Words and photos by STEVE COX

RICKY CARMICHAEL'S RESUME ALREADY INCLUDES ALMOST EVERY RECORD THE AMA KEEPS TRACK OF. COMING INTO THE FINAL FOUR ROUNDS OF THE 2005 SEASON HE HAS THE MOST AMA TITLES IN HISTORY (12 AND COUNTING), THE MOST AMA OVERALL WINS IN HISTORY (123 AND COUNTING) AND THE ONLY PERFECT SEASONS EVER (24 OUT OF 24 250cc NATIONAL SEASONS IN 2002 AND 2004 AND THE ONLY PERFECT SX SEASON, GOING EIGHT FROM EIGHT IN THE 1998 125cc EASTERN REGIONAL SX SERIES). THOSE ARE THE BIG ONES. OF COURSE, HE HAS MORE...

AND HE'S STILL ADDING TO THEM.

AT ROUND NINE OF 12 IN MILLVILLE, MINNESOTA, HE QUITE LITERALLY LEADS EVERY LAP OF BOTH MOTOS ON HIS WAY TO HIS 124TH AMA OVERALL VICTORY.

"IT WAS A GREAT DAY FOR ME,"

CARMICHAEL SAYS. "I GOT GREAT STARTS AND JUST PUT MY HEAD DOWN TO RIDE

SOME GOOD LAPS. KEVIN GOT THE START IN THE SECOND MOTO BUT I WAS ABLE TO GET BY HIM PRETTY QUICK THERE. I JUST TRIED TO RACE THE CLOCK AFTER THAT."

THE NEXT ROUND IN BINGHAMTON IS ONE OF CARMICHAEL'S FAVOURITE TRACKS – AND THAT DOESN'T LOOK GOOD FOR THE RIDERS OPPOSING HIM. FOR THE LAST 24 AMA NATIONAL MX RACES HE'S BEEN PLAINLY DOMINANT, WINNING THE OVERALL ON EVERY OCCASION AND ONLY LOSING THREE MOTOS (OF THE 48) IN THE PROCESS.

Carmichael makes it worse on everyone right off the start, grabbing the holeshot in the first moto on his big RM-Z450 just in front of Motocross des Nations team-mate Kevin Windham and Team Kawasaki's James Stewart. Windham and Stewart keep RC honest for a while but, as has been the case for more than two years, RC eventually begins to pull away until his lead is such that he can cruise to the finish.

"I had a really good gate position," RC says. "The rest of the gates were pretty bad so I got a gift. Kevin and

Bubba were riding really strong at the beginning and I tried to put down some good laps and get some breathing room and I felt really good there at the end."

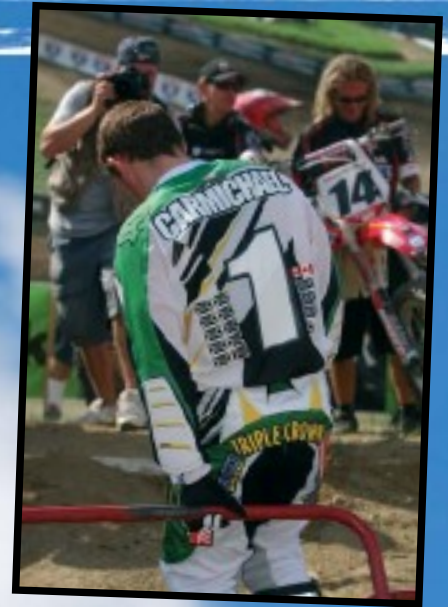
Windham holds off the recently absent Stewart for second, eventually pulling away from the former 125cc champ.

"It's nice to have Bubba back out and I know he wants to step up with Ricky but he inched away from us again," Windham says. "I got second which isn't all that bad but week after week I just want to keep chipping away at Ricky. He's riding strong and it's great to have James back out. He's riding solid as well. I'm looking forward to a good second moto."

Stewart shows his KX250 can't be that down on power with the holeshot in moto two but Carmichael gets quickly into second and hounds the 19-year-old. In less than two laps, Carmichael goes by for the lead – but given their history it isn't surprising to see Stewart making a push back for the lead again.

Heading down one of Binghamton's hills, Stewart pushes too hard (again). RC hears him ♦





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Surprise package!

Tedesco lines up the title

By far the biggest surprise of the 2005 AMA 125cc National MX season has to be Monster Energy/Pro Circuit Kawasaki's Ivan Tedesco. The two-time 125cc Regional SX champ has never been a consistently fast outdoor rider and he had actually never even won a race outdoors until this season.

But after Steel City Tedesco's in a position he's become accustomed to indoors over the last couple of years. He holds a rather commanding 35-point lead in the championship with one round left to run after scoring two fifths and a third in the last three races.

"I try not to ride so conservative but when you've got a big points lead it's kind of hard not to," Tedesco says. "I think it's in the back of your head and the whole time you're thinking 'I've just got to have a consistent ride'. There are guys out there that are kind of out of the championship that are capable of winning races but they've got nothing to lose. It's working for me and I've been consistent so I've just got to keep doing what I'm doing." At Glen Helen if Ivan finishes fifth or better in either moto the championship is his – and then it's off to the MXdN as the replacement for Mike Brown on Team USA.

**HOT SAUCE IS
PROVING TO BE
HOT STUFF
OUTDOORS**

coming and moves out of the way and Stewart goes down.

"I got a pretty good start but actually Bubba got the holeshot so I know that two-stroke is plenty fast enough," Carmichael says. "I don't know what happened. I was riding behind him – just following him – and I made a good pass on him in the back section there and just coming down that hill I hear a motorcycle coming wide-open and I'm just 'uh oh'.

"So I braked off and I don't know if he was trying to pass me but he came down so fast. It was so rough, I don't know how you could go that fast and he flipped off. It was a shame because I wanted to race with him with no problems – bar-to-bar – and beat him. I don't know. He tried a little too hard and that's part of me doing my job."

Stewart doesn't get up quickly and drops out of the race and Windham finishes second again.

More importantly, after Binghamton is concluded

Carmichael holds a 96-point lead in the championship – which means all he needs to do is finish 17th or better in the first moto to officially win the title at the penultimate round at Steel City in Delmont, Pennsylvania.

Once again the moto gods smile on Carmichael, handing him an easy first moto – as if he needs the help! Carmichael grabs the holeshot while Windham goes down in the first turn. Carmichael cruises to an easy win and the story of the race becomes Windham. K-Dub goes from 37th to 20th on lap one, then to 13th on lap two, eighth on lap three and sits fifth on lap six. With four laps remaining he moves past Honda's Ernesto Fonseca for second where he finishes out the moto.

It's officially Carmichael's championship with three motos left to run – so just for good measure RC makes quick work of the second moto as well while Windham records yet another second-place finish.

"When I fell in the first turn I thought it was a great opportunity for me to have a huge challenge in front of me," says Windham, who lives directly in the wake of the recent Hurricane Katrina disaster in Mississippi. "Like I haven't had enough of a challenge all year – it's been Ricky and he's been a little bit ahead of my pace. So I thought 'man, I'll really have to put my head down to get to the podium' and I did that. I surpassed that and got second so I was excited at that.

"I'm fortunate to be here and I'm happy to be second again. It seems like I'm the most seconded rider around. So that's good and it was a good day."

Carmichael now owns 13 AMA National titles and a

total of 126 AMA National wins with one round left in the 2005 season. Then, of course, it's off to the Motocross des Nations.

"I was really scared coming into this season as far as outdoors goes because we had problems in testing with running out of fuel and it [the RM-Z450] wouldn't run good when it got hot – it wasn't until the week of Sacramento that we finally got it sorted," Carmichael says. "Sacramento just started out good and we made improvements through the first half of the series so life is good. I think I'm happier for Suzuki than I am for myself. They deserve it. I think they're a good team, they've got a bunch of good guys around and the team is a good enough team to win on.

"So I think that answered a lot of questions and I've given the team more credibility for the future when I'm gone. I'd like to see some good riders come there because I know it's good enough."

Carmichael's sights are already focused on the MXdN. "I'm looking forward to it," he admits. "I've got a good feeling about it. As far as the speed goes for however long the race is, I've said it time and time again, I think we're good. I really do.

"You know they're going to be good in qualifying because that's what they do every weekend. So when we go over there and some guys may be faster, don't everybody freak out because it'll drop off for sure.

"I'm looking forward to the whole trip. I want to make a fun time out of it. It's a long season and it's not going to get any shorter so you have to make it fun."



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SERIES STANDINGS

250cc

1	Ricky Carmichael	544 points (11 wins)
2	Kevin Windham	443
3=	Ernesto Fonseca	352
3=	David Vuillemin	352
5	Travis Preston	279
6	John Dowd	273
7	Michael Byrne	265
8	Chad Reed	258
9	Nick Wey	233
10	James Stewart	138

SERIES STANDINGS

125cc

1	Ivan Tedesco	402 points (2 wins)
2	Mike Alessi	367 (2 wins)
3	Andrew Short	336 (1 win)
4	Broc Hepler	321 (2 wins)
5	Grant Langston	316 (3 wins)
6	Mike Brown	296 (1 win)
7	Josh Grant	302
8	Davi Millsaps	268
9	Matt Walker	224
10	Paul Carpenter	164



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words by **JEFF KOCAN** courtesy of RacerX photo by **STEVE COX**

STORM WARNING

The controversy over Mike Brown's departure from the US des Nations team pales into insignificance in the aftermath of Hurricane Katrina

As the 2005 AMA Nationals come to a close, a pattern emerges – this Ricky Carmichael guy is really good!

RC wrapped up his sixth consecutive 250cc motocross title at Pennsylvania's Steel City Raceway in early September with three motos to spare and a win at the final round, at California's Glen Helen, would mark his third perfect season (of overall verdicts).

Meanwhile, Pro Circuit Kawasaki's Ivan Tedesco is closing in on his first outdoor title, proving that he is no longer a 'supercross specialist'.

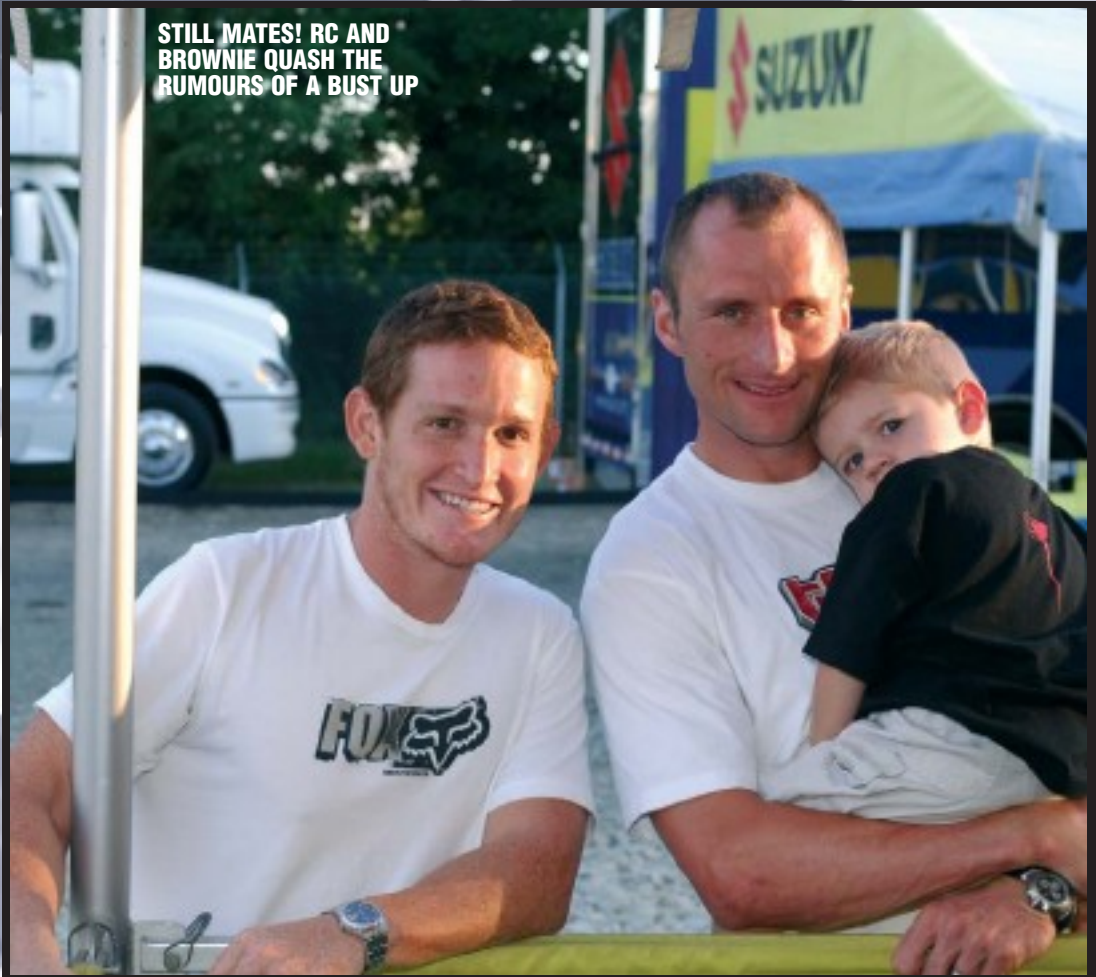
The real drama in the motocross world, however, has involved Team USA rider selection for the upcoming Motocross des Nations. Originally announced as Ricky Carmichael, Kevin Windham and Mike Brown, the team was revised following a meeting at the Broome-Tioga National in Binghamton, New York. After a strong start Brown's results in the 125cc division have been disappointing and Tedesco's strength and consistency forced the powers-that-be to reconsider.

That re-think meant that Brown, who had hoped for a return to Europe after his highly publicised departure from RWJ Honda, was out. It was a tough call to be sure – Brown and Carmichael in particular are close friends but that friendship was put aside in the name of fielding the strongest possible team. It seems that all has been forgiven and forgotten, however – and rightly so. At a time like this, it's hard to get too upset about a motorcycle race.

For many of us right now, it's difficult to spend very much time thinking about our sport at all. Hurricane Katrina just ripped a hole in our nation that covers 90,000 square miles, destroying entire cities and towns and displacing over a million people. Our televisions have been a non-stop horror show of suffering and devastation of late and search-and-rescue operations are still under way a week after the storm hit. Many towns were simply erased from the landscape and New Orleans, one of our most unique and vibrant metropolitan areas, remains almost entirely underwater.

As you might recall, up until a few years ago, the New Orleans Superdome hosted a round of THQ Supercross. Back then, fairly early in my career at Racer X Illustrated, when the SX series schedule was announced a sheet was passed around to magazine staffers by order of seniority. We could each pick two races to attend that year and since great racing was pretty much assured at all of them, geography became the deciding factor. I'll never forget the

STILL MATES! RC AND BROWNIE QUASH THE RUMOURS OF A BUST UP



morning that sheet of paper came my way with an empty spot next to New Orleans, Louisiana.

I had been to the Crescent City a couple times before. The first was just after I'd turned 21 as a few friends and I flew down to marinate for a long weekend. The second was a few years later for a radio convention. That year I met the Spice Girls and experienced the final two days of the legendary Mardi Gras, a rum-soaked celebration of the carnal and the spiritual and everything in between.

The city itself was an otherworldly blend of European, African and Caribbean cultures, tempered by the laid-back hospitality of the American South. An American city that rarely felt like one, New Orleans was a fantasyland, the home of Louis Armstrong, scores of the planet's finest chefs and truly good times – les bon temps – in general.

My experience at the New Orleans SX was typically atypical. I remember wandering the pits that Friday, mingling with riders and industry friends. Scott USA's Bevo Forti, our sport's Mr Hospitality, spotted me and asked if I was looking for food. He motioned to a track worker – a local resident – and I was told to follow him inside. We wound our way through the cavernous

Superdome hallways for what seemed like hours until we came to a secluded spot underneath the stands, just off the main stadium floor. A small folding table held a couple of crock pots, a stack of plates and plastic utensils and several loaves of bread. The reason for this tiny covert kitchen? Genuine, home-made New Orleans jambalaya – a rice dish made with sausage, shrimp, chicken, a little bit of genius and a whole lot of N'awlins love.

I've since moved to New York City and eaten in many spectacular restaurants but that meal, served piping hot under the seats of the Superdome, ranks with the best I've ever had. That's just the kind of city New Orleans was – you simply never knew what was around the next corner. But you always knew it would be something special and unique, something you'd remember forever – as long as you could remember it in the morning.

There's no way of telling how long it will take for the city to return to anything resembling its old self but if and when that happens do your best to visit if you haven't. Its spirit will live on in its people and they are some of the finest in the world. So long for now, New Orleans. We'll be waiting for you. ■■■



AIR FRESHENER!

Filter preparation should be a vital part of your routine maintenance – do it right and your steed will breathe easily but get it wrong and it'll choke...

Words by Geoff Walker Photos by Ray Chuss



"I CAN do a filter! Everyone can do a filter! That's easy! What's Walker on about now?"

Okay, okay, I agree that filter prep should be really easy and that everyone should know exactly how to prepare the perfect air filter to fit into their pride and joy. But, alas, this does not seem to be the case.

As I sit here in the Motoxtreme workshop I am surrounded by bikes that have suffered serious assaults on the internal workings of their motors. In these days of the four-stroke it's of great importance to clean and oil your air filter to stop any crap from entering your motor. Basically, if crap gets through your filter and onto your valves it sticks to the valve and starts to cause excessive wear on the surface between the valve and its seat.

This, as you can imagine, is not a good thing for your bike – or the contents of your bank account – as your valves, head and piston will all take an unnecessary amount of abuse on top of the usual amount of stick they receive as you ride.

So, once and for all, I'm going to show all

you dirt lovers out in readerland how to properly prep your filter.

I'm not going to run through my usual toolbox as the tool count is, like me, pretty simple. You need a T-bar to remove your seat and some cleaning and oiling products. Motul make the products I use in the workshop and I find the filter cleaner gets the filter real twinkly sparkly and allows the oil to work really well for a good amount of time on the track.

Every rider must have a filter 'set-up' which should include a sealed bucket to hold the filter cleaning fluid between cleans. You can use the likes of an industrial-sized mayonnaise bucket from your local restaurant or you can buy a filter cleaning kit which will include a wash bucket complete with a cage in the bottom to catch the sediment from your filter when you wash the item of choice.

You will also need some clean, dry cloth or paper roll, some grease, a clean lunchbox and a filter cover.

Okay, are you all sitting comfortably? Then we'll begin...

1 The best time to start this job is when you are washing your bike. Remove your seat and then very carefully undo and remove the air filter. Make sure you don't get any loose crap falling down into your air boot as this defeats the purpose of the job if you fill it up with loose crud. Carefully fit your filter cover into place and wash the inside of the airbox with a low pressure hose and some good detergent.

2 With the airbox cleaned and dried off you can start on your filter. At this point if you look at your filter and it weighs a ton and looks like it will never come clean, do the right thing...BIN IT! A filter which has gone beyond the point of no return is absolutely useless as, no matter how much you clean the puppy, it will never be good enough. Go buy a new one...

3 With your dirty filter removed from the cage and your cleaning bucket open and ready to go, just dunk the little fella straight in there. If the bucket is clean and free from any dirt in the bottom you should leave the filter to soak for a



couple of minutes to help loosen the dirt which will be stuck deep in the foam of the filter. At this point you could do a number of things to pass a couple of minutes – a few press-ups, some origami or, like me, chase Bass-Ment around the workshop with a family-sized tub of Swarfega...

think you have the filter clean enough, squeeze it out. NEVER wring the filter out as you will fracture the glued-together parts

make sure all stays sparkly and spotless... Remember, the idea is to wash the crud out – not in!

4 When washing your filter, just imagine that your life depends on the cleanliness of that part of your motorcycle. Work the filter until it is really clean, then work it some more. When you

5 The optimum way to get your filter perfectly clean at this point is to wash it in hot soapy water. This is not always an option as the missus or your mum might take exception to you using the kitchen sink for an dirtbike-related task. If you do not have a sink you can use, then you must make sure that you replace your filter cleaning fluid every few washes to

6 If you have an airline then blow from the inside out to help it dry and get rid of any really stubborn particles of crud. If not, then shake the filter out and hang it up to dry. The filter must be perfectly dry before you start to oil it – you may be tempted to pinch a few minutes back from the whole filter prep business at this point. Don't!

GEOFF WALKER's one of the most respected MX technicians in the country (well, so he tells us) with a CV that reads like a who's who of British MX. In the 14 years he's been in the game, the 33-year-old Irishman's spun spanners for the likes of Carl Nunn, Tom Church, Mark Hucklebridge, Robbie Herring, Philippe Dupasquier and Sully.

During this time he's worked for JHK Kawasaki Japan, Kawasaki UK, Bott KTM and RWJ HRC Honda where he helped Herring to the '96 British Open title. A former racer and Pro-ranked downhill MTBer, Geoff's notoriously inept at getting his copy and photos in on time, causing huge headaches in the dbr office – but we still love/tolerate his big-chinned Oirishness...

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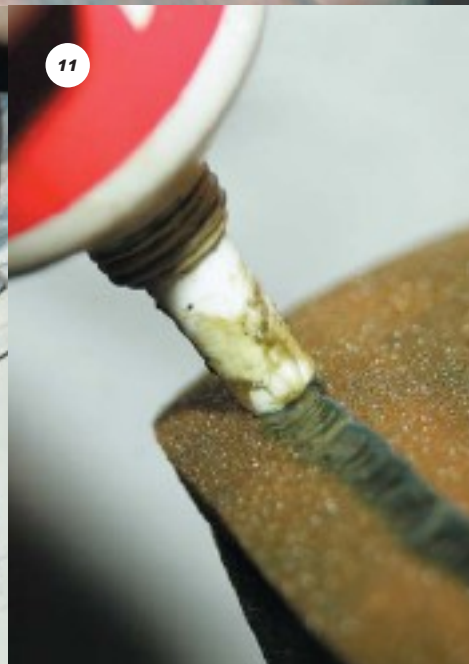
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7 There are a couple of ways to go about the oiling of the filter. The first is to have your filter oil in a sealed container and dunk the boy in there. This is really effective until you leave a little air gap in the top of the 'dunk bucket' – then the oil will start to go solid and will end up totally useless. The second way – which I prefer – is to keep the precious oil sealed in its container and use a medium-sized lunchbox to oil the filter in. Hold the filter in the container and spread some filter oil onto the filter. Start to work the oil around and through the filter body, making sure you are getting enough oil into

every nook and cranny. Keep workin' the inside and outside of the filter to make sure of an even oil distribution.

8 Squeeze the filter out to remove any excess oil. Again, DO NOT wring the filter as you will damage it.

9 This is a really important point. When the filter has been squeezed out you then wrap it in a clean, dry cloth or paper roll. This little manoeuvre ensures that all the excess oil is removed from the filter, therefore giving you

consistency with your bike's jetting and good protection from the elements which try to enter your engine with every lap you turn.

10 Leave the filter overnight if possible and make sure the cage and airbox are super clean. Fit the cage into your prepped filter.

11 Lightly grease the fitting surface of the filter to get a good seal. Slip the puppy into position and screw the unit into place, making sure the lip of the filter is securely held all the way around its fitting area.

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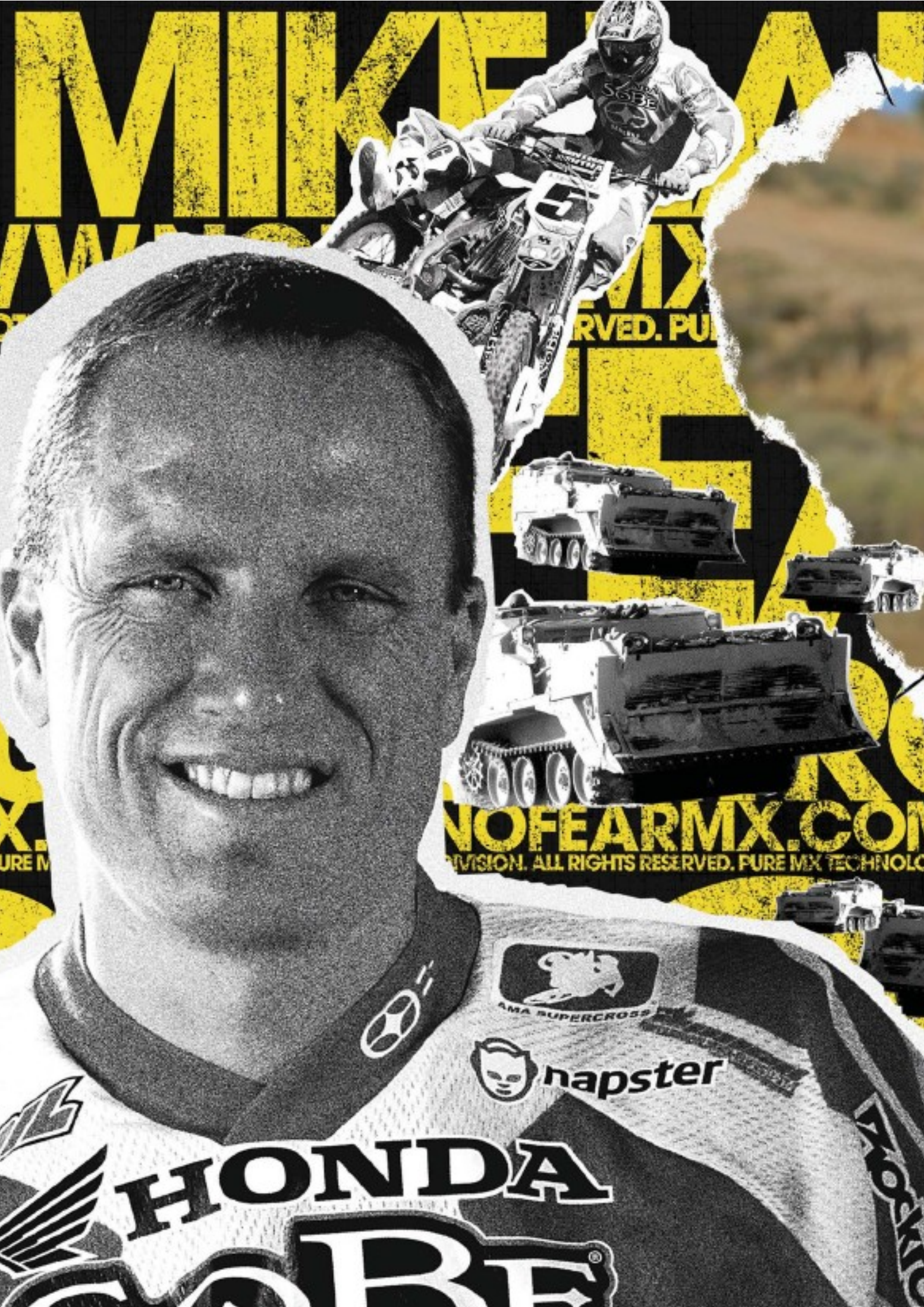




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This Nac Nac back-flip just isn't good enough for Nate Adams to claim X Games gold



Nobody throws out tricks further than Ronnie Renner but not even Rendawg gets close to Pastrana's score in the freestyle finals



Up n' over! Matt Buyten sticks it above the bar – just like last year his shoulder keeps poppin' out which prevents an all-out attempt at a gold medal



X FACTOR

Yet again it's MX-based mayhem that's got that special something as mosickles steal the show at X Games XI!

Photos by Paul Buckley

Doug Henry adds another chapter to his legendary life story by winning the Super Moto final



Girls! Girls! Girls! Gran! Some of California's finest do seem to be pushing the age limits of Generation X!



The smile on his face says it all – Henry's stoked with his chunk of X Games gold

IN THE past 11 years the ESPN X Games have sure come on a hell of a long way. From ropy beginnings with sports including bungee jumping, sky surfing and super-modified snow-shovel racing – we kid ye not – the four-day event is now a bona fide competition that brings together the best 'extreme' sports athletes from the inline skate, skateboard, BMX, wakeboard and moto worlds.

Since MotoX freestyle made its inaugural appearance in 1999 three more moto-based disciplines – Best Trick, Super Moto and Step Up – have been introduced and for good reason too...those crazy kids and their high-flying mosickles are the X Games #1 watched event. That's a lot of eyes glued to TV screens and live internet feeds around the globe right there.

The 2005 edition – X Games XI – returns to California's capital of kook (Los Angeles) and the Home Depot centre is once again put to good use for the four-day festivities with the Best Trick comp opening the proceedings for the moto events.

The rumour mill is pumping out some good 'uns in the run-up to the event and there are many questions to be answered – the biggest two being will Pastrana attempt a double back-flip and can Chuck Carothers land another Carolla or was last year's body varial a one-off freak occurrence?

As it turns out the answer to both questions is a no! Chuck pans himself on both attempts at his Carolla and Pastrana takes silver with a candy-bar saran-wrap to no-hander-lander

back-flip after wrecking himself in round one when his specially made bike that's supposed to do barspins breaks on take off.

The big winner on the night is Jeremy 'Twitch' Stenberg who takes gold with the longest back-flip in X Games history – 90 foot – with a no-footed turndown to one-hander-lander thrown in for good measure. Travis' trick may take more syllables to explain but Twitch's takes more cojones to execute and that's what really counts!

Step Up is next on the roster and just five riders step up (groan – Suttly) for the challenge – last year's gold medallist Jeremy McGrath, ex-winners Tommy Clowers and Matt Buyten and also Brian Deegan and Ronnie Renner who's filling in for the injured Mike Metzger. ►

X Games XI

results

BEST TRICK

- 1 Jeremy Stenberg (Honda)
- 2 Travis Pastrana (Suzuki)
- 3 Nate Adams (Yamaha)
- 4 Kenny Bartram (KTM)
- 5 Ronnie Faisst (Honda)

STEP UP

- 1 Tommy Clowers (Yamaha)
- 2 Matt Buyten (Honda)
- 3= Jeremy McGrath (Honda)
- Brian Deegan (Honda)
- Ronnie Renner (KTM)

FREESTYLE

- 1 Travis Pastrana (Suzuki)
- 2 Kenny Bartram (KTM)
- 3 Nate Adams (Yamaha)
- 4 Jeremy Stenberg (Honda)
- 5 Adam Jones (Honda)

SUPER MOTO

- 1 Doug Henry (Yamaha)
- 2 Jeremy McGrath (Honda)
- 3 Chad Reed (Yamaha)
- 4 Eric Bostrom (KTM)
- 5 Kurt Nicoll (KTM)

Jeremy Stenberg twitches (see what we've done there?) to fourth in the freestyle finals



Chad Reed does it dirt style...



...while Eric Bostrom keeps it concrete

All five clear the opening height of 28 feet but as the bar's lifted to 31'.5" only Tomcat and Buy-10 make it up and over the bar – Deegan destroys it at both attempts while Renner and MC get the height but not the distance needed to get up and over.

Clowers also clears 32' while Buyten gets the height but not the distance. If that's not bad enough the shoulder he wrecked in last year's Step Up battle with McGrath pops out again on landing. Matt pops the duff joint back in, has another crack at the bar but takes it to the ground again gifting Tommy his fourth X Games Step Up gold medal.

Saturday is Freestyle finals day and after prelims whittle down the 10 riders to five everything's to play for on one of the gnarliest freestyle courses ever built. The five finalists – Adam Jones, Nate Adams, Kenny Bartram, Twitch and Travis – have two runs to settle it

who always complains about getting screwed."

Another rider who feels like he's taken a right royal shafting from the judging panel is Kenny Bartram. "I'm going to find the judges and ask them why they thought his run [Pastrana's] was better than mine," says Kenny.

And the Cowboy may have a point as his killer run with brand-new tricks like his side-saddled back-flip is thought by many to blow everyone else's – including eventual winner Travis Pastrana's – out of the stadium but the bottom line is that the judges seem to favour Travis' flash and flair.

For the first time in X freestyle history Pastrana doesn't crash during either of his runs and by playing it safe and throwing out smooth, controlled tricks – as well as using the course to its full potential – TP does what it takes to regain X Games gold.

"This year I've been hurt a lot and didn't

year's champ Ben Bostrom over in Blighty racing the WSB round at Brands Hatch the way's left clear for a new winner to grab gold.

And with a truly international field of riders including Jeremy McGrath, Chad Reed, Doug Henry, Kurt Nicoll, Eddy Seel, Jeff Ward, Pastrana and Ben's brother Eric the event's wide open before the startgate drops for the hour-long final.

Reed grabs the holeshot with Henry in tow until Doug blows by Chad on the Tarmac section but Reedy keeps the #19 Yamaha in his sights until a disastrously slow pit stop drops the Aussie racer back into the pack. "They weren't expecting me when I came in," claims Chad. "They thought something was wrong with the bike."

This gives Doug the chance to pull a massive lead leaving the battle for second as the main focal point for the huge crowd.



Fifth is fine for KTM team-boss Kurt Nicoll



Doug stretches his lead in Super Moto



Extreme athletes need extreme under arm protection for those medal winning moments

with the best scoring run counting for the medal positions.

And the battle for medals is tougher than ever – with all five riders pulling a variety of back-flip combos it's gonna take the eagle-eyed judges a lot of deliberating to figure out who's hot and who's not.

Nate Adams jams his foot in the prelims and is a little off form for his final run riding with a broken big-toe – at least he looks real neat in his General Lee inspired kit. Even though Nate pulls super technical tricks like the 360 on both runs the judges reckon he's only third best on the night.

"Every time my scores came in – here and at Best Trick – I was left thinking what more do I need to do," reckons Nate. "Maybe I'm a little off – everyone always thinks they should have done better and I sure don't wanna be the guy

have time to practice anything new," claims Travis. "I practised my stuff – but not one new, big, scary trick and it paid off. It was my best X Games ever and I think all the injuries were a blessing because this year I was a better overall rider.

"At any judged event I don't think there's gonna be a clear winner. I think the judges did a great job but I think Bartram should have done better with his new trick. The judges are in a tough position – how can you judge style and creativity? We're all different with different styles and it's up to their personal opinions. I've been a judge a few times and I hate it – I think they do the best they can."

One X event that doesn't require judging – hurrah! – is the Super Moto, a straight 45-lap race with a required pit stop thrown in that must include a refuel and tyre change. With last

At around the midway point McGrath – who hit the deck on lap two – comes fighting past Reed into second and then works on cutting back Henry's lead. And he pulls Doug back to 11 seconds in the last five laps but Henry knows he's got the ex-supercross champ covered.

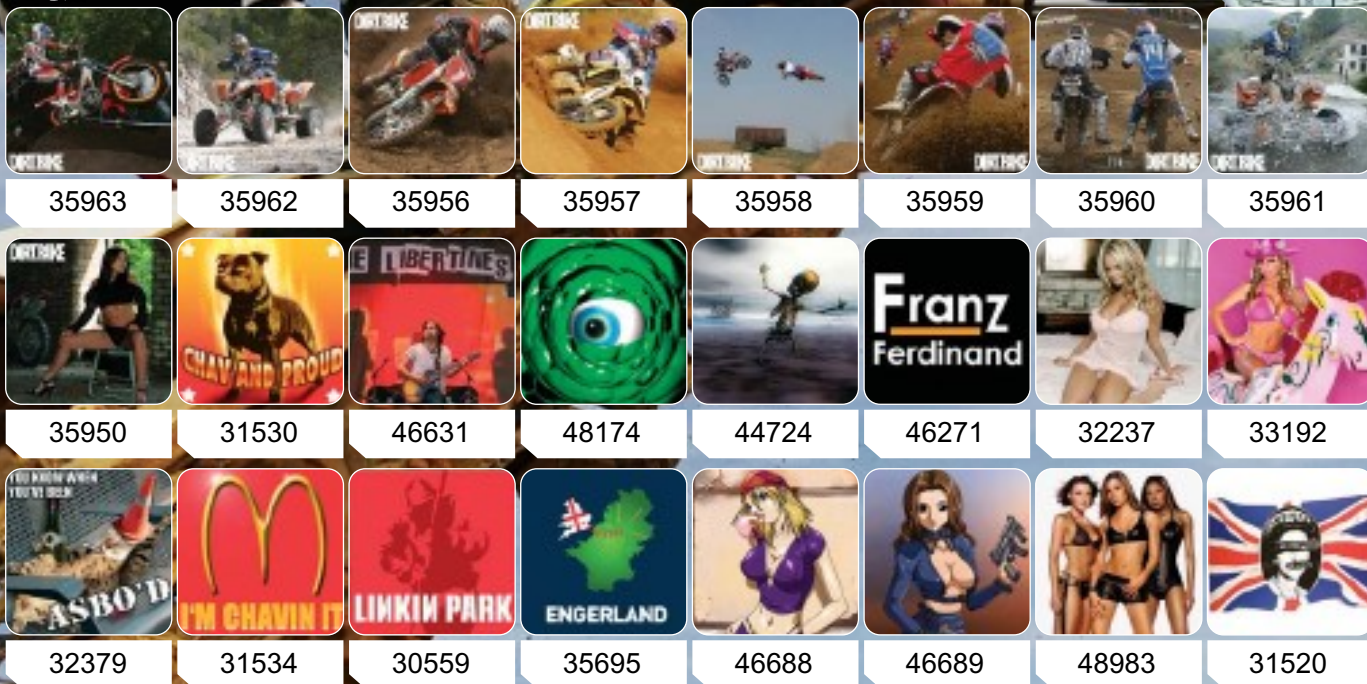
"I've done some long races before and I know how to win them," states Doug after the finish. "I knew I had to save something for the end just in case somebody came out of the pits super-fast or I had a bobble or something."

With McGrath finishing second and Reed in third it's a clean sweep for the motocrossers with Eric Bostrom the first roadracer in fourth with fellow Yank Benny Carlson finishing as the first supermoto specialist behind unlikely but worthy X-Games competitor Kurt Nicoll in sixth.

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ED'S SLED!

In search of an Enduro I world championship title, Paul Edmondson switched from two-stroke to four-stroke for '05 - but in a class where horsepower really counts does Honda's SOHC motor have what it takes to win at the highest level?

Words Jonty Edmunds Photos by Suttly





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You only have to look at what's happening in this year's MX2 world motocross championship to see that when it comes to winning on a 250cc four-stroke if you don't have the horsepower you ain't going to get the results.

And the Enduro 1 class of the World Enduro Championship is no different. While many other factors separate the winning riders from those who miss the podium, a plentiful supply of usable horsepower is what everybody concerned are looking for – Paul Edmondson and the Honda Racing Fast Eddy PAR Homes team included.

But up against Yamaha's proven YZF and KTM's pre-production EXC 250F – both bikes that use a DOHC – Edmondson and Honda have been having a tough time keeping up with the competition in '05. With the big H's SOHC engine very much a rider-friendly powerplant, winning world championship races with it isn't proving easy. But that's exactly what Edmondson is trying to do this season.

Edmondson's race bike started the year as a well-prepped but pretty standard CRF250R. Opting to use the motocross R and not the enduro X model as it offers more power, less weight, a closer ratio gearbox and doesn't have an electric starter (so it's even lighter), the bike first needed to be adapted for life

as a woods machine before serious development could begin.

That meant its suspension needed to be made more supple and the power delivery smoothed out just a little bit.

While the motor of Edmondson's race bike still remains close to that of a standard CRF250R it is tweaked a little more than it was at the beginning of the season. With the cylinder and head now breathed on by Scott Gardener of Planet Motocross, the end result is a powerplant that produces increased power but not at the expense of a loss of motor strength. While the head has been worked on the bike's cams and valves remain standard with a Vertex piston replacing the stock part.

As far as the motor goes no other internal changes are made other than the fitting of a Hinson clutch basket as the crank and gearbox remain completely standard.

To run the FIM-required lights a generator from an X model is used in conjunction with the standard motocross ignition. The team tried a Vortex dual curve ignition to enable the motor to rev a little higher but have opted to use a standard ignition instead.

To increase the motor's performance but keep it within the legal noise limit a non-standard Akrapovic silencer is fitted to

Edmondson's race bike. Giving a little more power through the entire rev range, the pipe is designed especially to aid bottom to mid-range performance while giving a similar top-end power to a standard 250R. The exhaust system, coupled to modifications made to the bike's carburettor and air intake, improve the overall strength of the motor.

With the gearing changed to 13/50 from 13/51 to make the power a little less snappy and to aid drive out of flat corners, the remaining notable changes include fitting GMX radiators to keep the bike cool when conditions get hot, Talon wheels, Michelin tyres and mousses, Newfren discs and pads, Renthal bars, bar mounts, grips and sprockets, UFO plastics, RK chain, titanium fasteners and various carbon fibre guards.

The bike's suspension is modified by Bud and the testing programme is very much a work in progress as they strive to find the optimum suspension settings. The standard forks and shock are re-valved making them plusher so they are better suited to enduro going rather than the MX track they were designed to deal with. Chassis and linkage remain completely standard.

With the standard CRF250R being a very easy bike to manage it came as little



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surprise to find just how easy Paul's race bike is to ride. With every aspect of the bike softened so that it will perform at its best in an enduro environment, the motor, suspension and brakes are all extremely forgiving. And in the case of the motor and brakes, as well as feeling very gentle they're also deceptively powerful.

One of the most noticeable things about the bike is its stability and manoeuvrability. Feeling just as supple and forgiving over rough, choppy terrain as any Euro-manufactured enduro bike, the action of both the forks and shock is supple and extremely predictable. Not once blowing through their stroke, the forks soak up both smaller and larger bumps while the rear shock tracks well over all manner of terrain and is reluctant to break away under acceleration.

As a result I get great feedback on what both wheels are doing at all times and feel confident that the bike will react to any given situation in a predictable way – and it does!

Turning well both on the flat at low and high speeds, the bike remains stable along faster third and fourth gear tracks and soaks up bigger square-edged bumps. Holding a line through a turn as well as any bike I've ridden, the fact that it tracks well and seems to hug the ground means that it's easy to push the bike towards its limits as far as braking into corners is concerned. Fun to ride at trail pace, the bike also remains positive and predictable at high speeds.

So what of the motor? Well, for what Paul is trying to achieve (win world championship enduros) I have to say that the bike possibly isn't as strong as it could be. With KTM's 250F

having such a strong mid-range and great top-end speed, it's pretty hard not to make a direct comparison between it and Edmondson's Honda.

Edmondson's race motor does nothing wrong. It's smooth, strong and can be ridden hard. It's just not as strong as the KTM. Needing to be in the correct gear to get the bike to come directly onto the power when required, it does feel as if the work carried out to the motor has robbed it of a little of its mid-range strength. That said, the top-end is deceptively quick as long as it's revved pretty hard.

To get the best from the bike it needs to be ridden hard – trying to use the bottom-end power in second, as opposed to the mid to top-end power in first gear for example – is definitely not the way to go on slower, technical climbs and trails. When it's revved and ridden hard the bike is both responsive and assertive.

But while the bike doesn't perform at its best when laboured in too high a gear in slower turns, around mid-speed corners the bike allows me to change up a little early and still accelerate smoothly exiting.

The combination of a very stable and predictable chassis and a smooth motor makes Paul's bike extremely enjoyable to ride. Needing only a small amount of rider input to get the very best from the bike's motor, when ridden hard it performs well.

Whether 'well' is enough to win at world championship level faced with a mass of DOHC competition is hard to say without testing the bikes back-to-back. But with the need on occasions for just a little more mid-range strength and top-end speed, my guess is that as good as the bike is it probably doesn't have quite as much power as some bikes in the class.

As well handling as well as any enduro machine I've ridden – factory bikes included – its strength is definitely the ease with which it can be ridden hard. And in the E1 class riding hard is one of the factors that separates the podium finishers from the also-rans.



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It's going to become a familiar sight to Honda's rivals in next year's MX2 championships around the world - the beautiful back end of the all-new, dual-exhaust 2006 Honda CRF250R. But it's not just the back end that's been improved. The new exhaust system centralises mass and contributes

to a sharper power delivery and more responsive handling. And, with more power and low-end torque, the Unicam four-stroke engine thumps the CRF250R out of corners so strongly that, if you're not on one next year, that view below may just get smaller and smaller.

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Two-smoke to four-popper

FAST EDDY ON LIFE IN E1

Last year was a good one for Paul Edmondson. Mounted on a Honda for the first time since waaaaay back in the day, the four-time world champ finished as runner-up to Juha Salminen in the first year of setting up the Honda Racing Fast Eddy team.

Edmondson didn't have the out-and-out pace to take the E2 championship fight to the dominant Finn but he did have the consistency to keep him honest all season long. So why, having placed as runner-up in the Enduro 2 class, did Fast Eddy decide to move to the Enduro 1 class for '05?

"It was the ISDE in Poland last season that got me thinking about moving to the E1 class for '05," explains Edmondson. "I rode a CRF250X there and without much training on the bike I was competitive against Bartosz Oblucki and Simone Albergoni who finished in second and third in the E1 championship that season. On paper it looked as if it would be hard for me to repeat my top three championship position in the E2 class in '05 and I thought my best bet would be to compete in the E1 class. It would also be a change for me.

"When I last rode a 250cc four-stroke – when I was racing for the UFO Corse Yamaha team in '03 – I didn't really like quarter-litre four-strokes.

But I found myself getting on well with the Honda which had easy-to-use power and great handling. I got on well with the bike from the first time I started riding it at the end of last year and find it easy to switch between a 250cc four-stroke and a 250cc two-stroke.

"Competing in the Enduro 1 class is tough, really tough – a lot tougher than I thought it would be. Ivan Cervantes is riding a level above all other riders and has exactly what he needs to win the championship. He is riding well, has a great bike and team which gives him loads of confidence and, as a result, he rides even better. Considering that the Honda Racing Fast Eddy PAR Homes team is a privateer set-up using production bikes I'm really pleased with what we are achieving. What we've achieved with a small budget and limited resources is really good.

"We are constantly trying to make the bike better and have been since the beginning of the season. We tried some stuff at the start of the year that didn't really work but now we have a really good bike which has been reliable and is competitive.

"I've spent all but one year of my career racing two-strokes so to be honest I don't have much experience with four-strokes. One thing I know is that running four-strokes is harder. But, like I said, with limited finances I'm really happy with the bike and the fact that I'm not too far away from third in the E1 championship."

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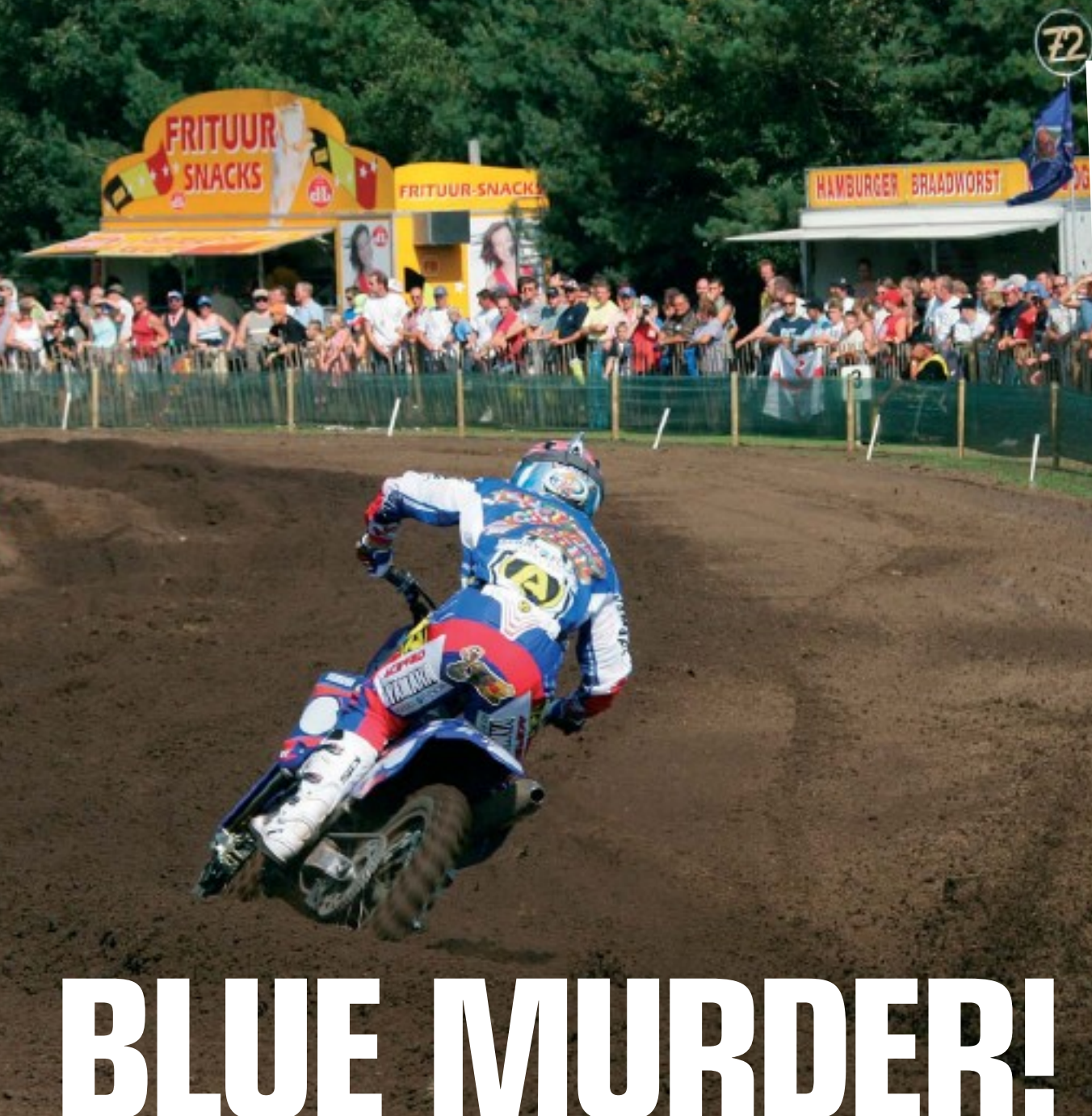
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BLUE MURDER!

Yamaha dominate as Everts and Cairoli wrap up the MX1 and MX2 titles at Lierop

Words and photos by Alex Hodgkinson

THERE'S JUST one weekend off all month as the GPs go into the final quarter - and at the end of it Stefan Everts and Toni Cairoli have won both titles for Yamaha.

It's the first crown for the Sicilian but it's title number nine for Stefano - a record of course - and the 32-year-old even gets his hands on a share of another record for the most consecutive titles. His five straight puts the boy on par with Joel Robert, who won the 250 crown every year from 1968 to 1972 - the year Stefan was born.

Josh tries to make Stefan go all the way but finally has to acknowledge defeat in the second moto at Lierop. Small consolation for the CAS crew is that their boy secures silver in the same moto while BT ensures he adds bronze to last year's MX2 gold at the same time.

After his mid-season wobbles Everts gets his act together again as the summer draws to a close. He gets wasted on the Isle of Wight but on the continent he's once again the master with five moto wins out of six - the only race he loses being the second in Czecho where he goes down at the first turn after tangling with Barragan. And even in that moto he comes back for fourth after taking eight seconds out of De Dycker on the final lap!

The English GP proves that Stefan is becoming vulnerable but in mud and sand he still knows no master - well not on this side of the Atlantic anyway. Loket and Gaildorf are muddy as hell and the Dutch sand is even more torture for most riders. But the super-fit Everts simply skips over the surface.

And it's his uncanny skills in sensing the

right line in awkward circumstances which gets him out in front from almost the word go. The only moto he actually holeshots is the one in which he clinches the crown but he only needs a few turns in both motos at Gaildorf and the first at Lierop to hit the front.

Of his winning rides it is the first moto at Loket where he needs longest to poke his wheel in front, the spoilsport being his Rinaldi team-mate Yogi who's in no mood to move aside after being chided one week earlier at Nismes. Perhaps even more annoying for Stefan is the fact that Brian is easy meat for the rest of the leaderboard once Everts is past - but that's a story for another day.

Only one man passes Stefan all month on the continent - Ben Townley. The pair race side by side for several hundred metres on lap one



He struggled to qualify in '03 but this year was crowned champ! That's a steep learning curve for Antonio Cairoli



With a clear track in front of him, Stefan Everts cruises to an amazing ninth world crown

in the decider at Lierop and BT thinks he's laid the foundations for his sixth win of the season. "When I passed him I thought Stefan would settle for second to tie up the title but he came back at me after a few laps and took control. I tried to follow but he was too strong. He's a legend!"

Josh keeps the series open all month by averaging nearly 40 points per GP but victories are the missing element. The British champ is faster than Everts in Czecho – he should have won race two but leaves the door open for Strijbos – but is simply fourth fastest in sand on the day of decision.

"I'm disappointed it's over for this year of course but realistically I had no chance against Stefan, Steve or Ben in sand unless they had trouble. And I got third in the first race from last

after Leok's bike nearly took me right out and I'll be ready for next year." "That's what we want," growls team boss 'Arry Ainsworth. "Stefan'll be a year older, Ben's gone, Tortelli hasn't finished a season for years and Pichon with KTM. I reckon we can win it next year."

Gordon Crockard doesn't come back with a bang – "I didn't enjoy Gaildorf, I didn't enjoy the Isle of Wight and I didn't enjoy Lierop" – so it's Jussi with his GP swan song (he'll race GNCC cross country in the States next year) who, Coppins apart, is the best of a depleted UK line-up.

James Noble has an indifferent month, even when he can finally forget his painful knee. The one bright spot comes when he holds down a solid third at Gaildorf until getting stopped behind a stuck Van Daele. The incredible thing

is that 64 points are enough to keep the Yorkie in contention for the #7 plate as each of his rivals mess up once as well.

Swordy is back in MX2 from Czecho but never finishes a race without colliding with someone and the final straw comes on Saturday in Lierop when he lands heavily and pushes back his supposedly healed wrist again.

The youngsters also make the news. Jason Dougan is on course for his first top 10 at Gaildorf until a pebble jams the shifter while Shaun Simpson's weekly scores are brought to an abrupt halt by a broken leg at Lierop.

Nunny bounces back from a miserable month before to make top three moto or overall three GPs in a row but it's Billy Mac who hits the highspots again at the end of the month.

Having learned to finish again in Czecho



KTM's comeback kings
Tyla Rattray and Marc
De Reuver are a class
act in the Dutch sand



Jason Dougan fights
through the German mud



The Crock Star makes his GP
comeback at Gaildorf

series standings

MX1

1 Stefan Everts 671 points, 2 Josh Coppins 614,
3 Ben Townley 545, 4 Steve Ramon 465,
5 Mickael Pichon 446, 6 Joel Smets 385,
7 Pascal Leuret 296, 8 Ken De Dycker 292,
9 Jonathon Barragan 284, 10 James Noble 282...
14 Yoshi Atsuta 209...18 Paul Cooper 156... 21 Jussi
Vehvilainen 118, 22 Mark Hucklebridge 117...
28 Gordon Crockard 31...51 Neville Bradshaw 3...
57 Chris Burnham 2...61 Mark Jones 2

MX2

1 Antonio Cairoli 549 points, 2 Andrew McFarlane 494,
3 Alessio Chiodi 479, 4 David Philippaerts 450,
5 Christophe Pourcel 359, 6 Cedric Melotte 352,
7 Billy MacKenzie 332, 8 Carl Nunn 332,
9 Stephen Sword 310, 10 Rui Goncalves 288...
20 Tom Church 122...26 Erik Eggers 94...
29 Jason Dougan 54, 30 Shaun Simpson 29...
32 Wayne Smith 21...41 Tommy Searle 9



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results

PRO CLASS

1	Paul Edmondson	(Honda)	13 laps
2	Paul Whibley	(Gas Gas)	13 laps
3	Jason Thomas	(Honda)	12 laps
4	Si Wakely	(Honda)	12 laps
5	Wayne Braybrook	(Honda)	12 laps
6	Ricky Mair	(KTM)	12 laps
7	Richard Hay	(Yamaha)	12 laps
8	Chris Hockey	(Husqvarna)	12 laps
9	Chris Tett	(Husaberg)	12 laps
10	Andrew Edwards	(KTM)	12 laps

Hardcore!

Hot weather, a technical and lengthened course and three hours in the saddle ensure round four of the UKXC series is anything but easy

Words and photo by Jonty Edmunds

BEATEN AT round three of the UK Cross Country series by Gas Gas-mounted Kiwi Paul Whibley, Honda Racing Fast Eddy PAR Homes rider Paul Edmondson turns the tables at round four to finish as the #1 Pro rider with Whibs chasing him home in second.

"It was a pretty difficult race to be honest," comments Fast Eddy. "The course was rough and with the weather being hot I was starting to feel tired towards the end. I couldn't relax too much though because I knew that Whibley

wasn't too far behind me."

A wash out at the third round of the series, the lengthened Ellesmere circuit proves to be a challenging one at round four as there's no let-up around the bumpy, whooped out track. And with warm weather making riding conditions extra taxing, more than a few riders are left feeling and looking second-hand at the end of the race.

Kawasaki rider Ryan Voase is fastest away but it's a short-lived lead as he crashes out of the race before the end of the opening lap, handing the lead to Whibley. But Edmondson is soon at the front...

Whibley doesn't allow Edmondson to open up too much of a lead but he just can't quite get near enough to the Honda rider to make a pass despite looking strong during the opening hour of the race.

At the flag Whibley finishes just over two

minutes behind Edmondson having completed 13 laps.

Finishing in third – and claiming his best result of the championship so far – is Honda-mounted Welshman Jason Thomas. Charging hard during the first half of the race, Jason manages to stay ahead of more experienced cross-country riders Si Wakely and Wayne Braybrook. At the chequered flag the Welshman's over one-and-a-half minutes ahead of Wakely who claims fourth.

Fifth place goes to Wayne Braybrook after a steady ride aboard his 250cc two-stroke Honda while behind him Scotsmen Ricky Mair and Richard Hay are separated by just a few seconds.

Rounding out the top 10, Husqvarna rider Chris Hockey claims eighth with Chris Tett placing his Husaberg in ninth ahead of 125cc KTM rider Andrew Edwards.

WTC

SERIES STANDINGS

1	Raga	235
2	Fujinami	205
3	Lampkin	201
4	Cabestany	199
5	Bou	162
6	Freixa	157
7	Jarvis	122
8	Kuroyama	117
9	Fajardo	104
10	Pascuet	77
13	Connor	27
14	Morris	26
20	Dabill	6
26	Colley	1



Raga wins both days in Germany to sew up the WTC in fine style

THE WTC's month-long summer break does Spanish Gas Gas rider Adam Raga a world of good as he bounces back from his Hawkstone shoeing to win both days of the German GP at Gelfrees and wrap up the 2005 world title.

Warm but overcast conditions and a challenging but very rideable set of sections make for a good and enjoyable trial. With sections one to five being based on steep woodland climbs the lap then takes the contenders to a nearby quarry for plenty of tricky rock riding meaning there's a good mix of sections to challenge the sport's best riders.

Both Raga and his nearest championship challenger – Takahisa Fujinami – look nervous as the trial begins and it's Spaniards Antonio Bou and Marc Freixa who lead the way after the very difficult opening rock slab section that

SPANISH GOLD!

Raga lifts the world trials title with a double win in Germany

Photo by Eric Kitchen



more or less collects a five from everyone else.

As the lap progresses it's Freixa who keeps himself ahead of the game while Raga pulls ahead of Jeroni Fajardo, Albert Cabestany and Dougie Lampkin in the battle for second. Fujinami finds himself way back in eighth and in trouble if he wants to pull back Raga's championship lead.

But while Freixa's the rider who stands head and shoulders above the competition on lap one it's Raga who dominates on lap two. Freixa stays in the hunt but not even Marc's best ride of the year is enough to beat Raga who's on a roll. "This is an important moment for me, not just because of my win but also because of the results of my closest challengers," reckons Adam.

While HRC Montesa riders Freixa and

Lampkin fill the rest of the podium it's all gone badly for their team-mate Fujigas who's done nothing to improve his position on the day.

"Today has been an incredible disaster for both me and the team," says Takahisa. "I was very nervous and this has resulted in me making too many mistakes. I did my best to recover but each time the nervous feeling returned as did the mistakes."

Fuji's poor finish on day one means he's the first of the big names to ride on day two and there's lots of pressure on the defending champ if he's gonna stop Raga from taking the crown.

Takahisa puts his head down and cracks on with the task in hand but a first lap score of 14 compared to Raga's eight – which includes a first section five – shows just how badly Adam wants it.

Raga's best on the second lap too – only Beta's Bou gets within two marks – and he takes an easy event win and the world championship title with it.

"It's hard to explain just how good this moment feels as I've been waiting since I was a child to be world champion," says an emotional Raga. "I've worked hard and I arrived here as a very strong rider. To take my first outdoor title by winning both days is a great way to mark this important moment in my career."

Fujinami finishes just behind Bou on the day to extend his lead over Lampkin – who finishes just behind the Japanese rider in fourth – as they battle for second in the series with Cabestany. Just six points separate the three with one round in Belgium remaining.



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results - round five

125 PRO

1 Ray Rowson	(Team Green Kawasaki)	27+27=54
2 Danny Smyth	(Innovate Honda)	23+30=53
3 Jordan Rose	(Meredith Honda)	19+25=44
4 Ben Saunders	(KRM Honda)	17+23=40
5 Jamie Law	(Horseman Kawasaki)	21+19=40
6 Richie Leech	(Bavin Yamaha)	11+21=32
7 Robert Hamilton	(GoMX365 Honda)	15+17=32
8 Stuart Flockhart	(FlockhartMX Honda)	30+0=30
9 Mark Jones	(EA/dirtbikestore.com KTM)	25+0=25
10 Phil Mercer	(Suzuki)	8+15=23

OPEN PRO

1 Mark Jones	(EA/dirtbikestore.com KTM)	30+30=60
2 Bryan MacKenzie	(Twisted7 Kawasaki)	25+25=50
3 Jody Smyth	(Innovate Honda)	23+21=44
4 Jordan Rose	(Meredith Honda)	27+13=40
5 Arunas Gelazninkas	(Honda)	11+27=38
6 David Campbell	(Suzuki)	19+19=38
7 Craig Cook	(Suzuki)	13+23=36
8 Craig Trew	(Road and Track Honda)	21+15=36
9 Richard McKeown	(TAS Suzuki)	17+17=34
10 Neil Flockhart	(FlockhartMX Honda)	15+11=26



Stuart Flockhart wins the first Pro 125cc moto before his bike has a little accident on the way to the gate for race two



Jordan Rose
lifts the
Open Pro crown



Mark Jones leads
Rich-Mike Jones



Danny Smyth takes
the 125cc Pro title



DUST UP!

Bar-banging brawls are dish of the day as the British Masters series comes to a close in Cumbria

Words and photos by Suttty

IT'S THE fifth and final round of this year's somewhat controversial British Masters MX series but instead of fading out with a fizzle like many pit-pundits expected the last round at Brampton goes off with a bang.

The 125 Pro class is won by rookie Ray Rowson who's ripping it up on a Kawasaki 250 four-banger after leaving the 125 two-stroke

he's been running all year at home. Ray takes the overall with a pair of second places proving you don't have to be quickest to take home the trophy.

It's Stuart Flockhart who wins moto one by a mile after disposing of early leaders Graham Riley and Rowson in the opening two laps. But for moto two Disco's bike dies – Stu's exact words are "it farted then ****t itself" – before he even gets across the startgate. At least it's not a long drive home for the Scotsman this week.

With Flock out of action it's up to Danny Smyth to show the young whipper-snappers the way home and after trailing Rowson for 15 minutes Danny does what it takes to get out in front, win the race and secure the British

Masters title for the Innovate team.

Mark Jones is the big winner in the Open class as the KTM rider takes both races in fine style. Moto one's briefly led by localish lad Craig Trew who gets the holeshot then holds on at the front until Meredith Honda's Jordan Rose takes over for a stint. But in the long haul there's no way JR's gonna keep Jones behind.

Moto two is a total display of Mark Jones domination as the Welsh wonder leads from gate to flag even though Essex-based Lithuanian Arunas Gelazninkas pushes hard to challenge for the lead. Rose starts the moto in third before fading back to ninth by the finish but that's more than enough for Jordan to take the British Masters title.

Former GP motocrosser
Alessandro Belometti
podiums on day two in the
E1 division



UNLUCKY THIRTEEN!

Knighter's run of 12 consecutive wins is ended by his KTM team-mate Marko Tarkkala in Finland but the Manx ace moves ever closer to his first world title

Words and photo by Jonty Edmunds

"I KNEW that it was going to be difficult to beat Marko Tarkkala at his home round of the world championship," explains David Knight at the close of the first day of the GP of Finland. Having won every day of the championship prior to the Scandinavian race Knighter finds

himself standing on the second step of the podium – but he knows that it's the world title and not just day wins that really matters.

"Obviously I wanted to win on day one but to have finished second isn't too bad. Marko rode well and I didn't adjust to the conditions quick enough – I spent too much time practising in the sand back home because I thought the race would be like most Finnish WEC events."

Despite having to make do with second best on day one Knighter's on a mission on day two and finishes close to one-and-a-half minutes ahead of his Finnish rival.

With KTM riders Tarkkala and Knight sharing top honours in Enduro 3, in the Enduro 1 class

Marko Tarkkala makes full use of home advantage to end Knighter's win streak

Spaniard Ivan Cervantes claims a double win to make it 12 wins from 14 starts in '05.

"Finland was always going to be a difficult race for me so to have won is great," admits Ivan. "As I'm getting closer to the world title I am starting to think more about making sure I don't make any mistakes."

Finishing behind Ivan on day one is French Yamaha rider Marc Germain who knows his chances of winning the E1 world title are all but over. Third is Yamaha rider Bartosz Oblucki who claims his first podium finish of the year.

On day two Cervantes is followed home by Italian Simone Albergoni who ends up 30 seconds behind Ivan after four demanding laps.





series standings

ENDURO 1

1	Cervantes	342 points
2	Germain	274
3	Albergoni	246
4	Belometti	245
5	Edmondson	218
6	Silvan	187
34	Jones	11
38	Lewis	8

ENDURO 2

1	Aro	312 points
2	Merriman	244
3	Botturi	239
4	Planet	209
5	Eriksson	203
6	Carlsson	195
10	McConnell	133

ENDURO 3

1	Knight	347 points
2	Tarkkala	294
3	Guillaume	244
4	Ahola	224
5	Zanni	219
6	Galindo	209

ENDURO JUNIOR

1	Guerrero	290 points
2	Bolter	248
3	Bourgeois	242
4	Mena	235
5	Stapleton	228
6	Bernardi	179
7	Wakeley	142

Placing third is KTM-mounted former GP motocross racer Alessandro Belometti.

Fourth on day one is Paul Edmondson who narrowly misses out on a podium finish before withdrawing from the competition on day two after coming close to having a big crash on the enduro test.

But it's the Enduro 2 class that everyone's talking about in Finland – and for all the wrong reasons. Seven-time world champion Anders Eriksson is badly injured in a head-on crash with his team-mate Mika Saarenkoski prior to the race – a crash that sees the burly Swede require over 15 hours of surgery to fix a catalogue of broken bones.

Then on day one UFO Corse Yamaha rider Stefan Merriman runs out of fuel and pulls into a fuel station to fill up. Seen by 'event officials' Merriman is excluded from the day's results.

With Merriman out Finnish riders claim the top three spots with Honda-mounted Valteri Salonen claiming his first ever WEC win. Chased every step of the way by Petri Pohjamo and Samuli Aro, Salonen eventually wins by just five seconds.

And it's business as usual on day two as Merriman tops the class with Aro placing second and Italian Alessandro Botturi third.

The Finnish GP proves to be a good one for Euan McConnell who places in seventh and

fifth. Consistently quick throughout both days, McConnell's penalised one minute following a noise test on day one and runs in third for much of day two before dropping to fifth.

In the Enduro Junior class Britain's Daryl Bolter produces what are arguable his two best rides of the season so far – just one week after netting himself the Enduro 1 Junior European title in Germany.

Second on both days, Bolter beats Spaniard Cristobal Guerrero – who does enough to claim the Junior World Enduro Championship title – and finishes agonisingly close to class winner Swede Joakim Ljunggren aboard his Husaberg.





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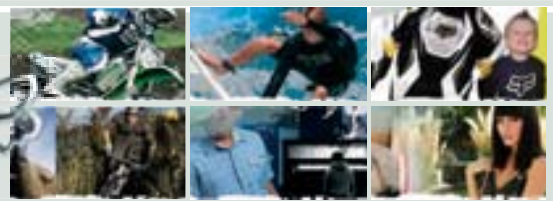
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AS A SEASONED VETERAN
(OR HIS MATE TONY MARSHALL)
BUT JAKE NICHOLLS HAS FOUGHT BACK
TO BECOME A RED-HOT PROSPECT



HAVING BEEN plagued with serious injuries since he was a nipper, Jake Nicholls is finally showing that on his day he could very well be the fastest 15-year-old rider in the country.

Technically an outstanding prospect, add to this his fun-loving attitude and Jake looks like being a shining star in our sport for years to come.

dbr: *How's it going Jake?*

JN: "I'm good thanks but I'm a bit tired – I just got back from Czecho and I've now got the cleaning up to look forward to so lots to do."

dbr: *Tell me how and when you started racing?*

JN: "Well, my first race was on my sixth birthday. I started riding when I was three and always wanted to race. My dad used to race quads at a high standard and when I was young we always used to go riding in

When it comes to bad injuries Jake Nicholls has had enough to fill a career – and he's still only 15! But now he's fighting fit he's proving to be a class act...

the local forests and stuff so then he bought me my first bike – a 60cc Kawasaki – and turned it into a automatic.

"I used to practice every weekend with Aston Bird who lives a mile away from me and I just got better and better. After my first race, which I won, I used to race in the 60s on an automatic and it went from there."

dbr: *You've seemed to come from nowhere this year to become arguably the fastest youth rider in the country on your day. So what's your secret?*

JN: "Well I used to be right up there when I was on a 60 way back in 1999 with the likes of Tommy Searle and Charlie Wood who was the man at the time and I got second in the BYMX that year.

"Then the next year I was a strong contender to win the title and Tommy and I were battling it out until Tommy broke his arm and I had a DNF, then the next round I

smashed my wrist up which put me out for four to five months. The following year I planned to move up to the 80s but I was plagued with injuries and had another year out.

"In 2002 I put my head down to win the SW85 class – I was confident that I could do it and at the first round I led the first race and I thought I'd done enough. But a gooner kid on a Kawasaki named Tommy Searle came past me and left me – that one thing messed me up completely and I came off big style in the next race trying to catch him, banged my head, snapped my helmet and pulled out of the event.

"For some reason I kept hurting myself, I just needed to recover. I got on a BW85 at 12 – I did two races on that but hated it so I got on a Yamaha 125. When I was 13 I applied for a ACU licence but they refused so I raced on a Dutch licence. When I did get my ACU licence in my first race I only managed to get to the first turn before breaking my elbow and was out for another six months.

"In 2004 I got to the BYMX first round at Polesworth without racing since I broke my elbow and I wasn't feeling confident. In the last race I hit someone's back wheel, went into a bank, fell onto the bike and the footpeg went through my elbow. I came back a couple of rounds later at Brampton and got sixth overall in the 125 group which was okay.

"Then I had to have an operation to have the metalwork taken out of the elbow and so I didn't race any more that year. So basically I've always been there or thereabouts but suffered horrendous bad luck."

dbr: *How many injuries have you had?*

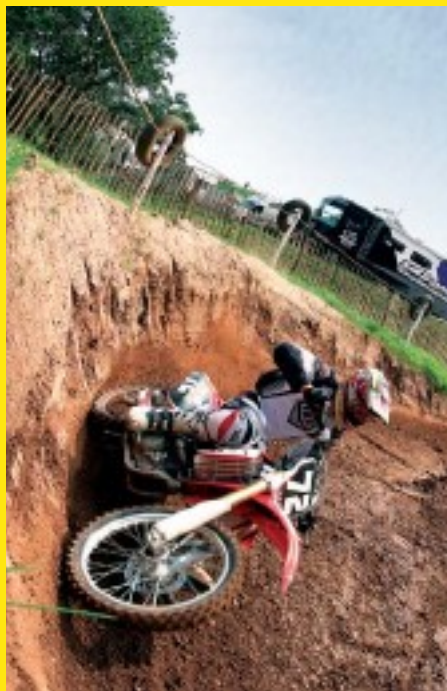
JN: "It's quite a long list and I'm not sure if I can remember all of them but here goes. I've broken my left upper arm three times, my wrist four times, my right upper arm, my collarbone three times, I broke my toe kicking my bike when in a stress, my elbow where I had to have two metal plates and seven screws to hold it together for a year (I still can't straighten it properly) and sustained a bad cut to the same elbow where the screws were visible."

dbr: *Man that's a big list! So what's your plan for next year – youth or adult racing?*

JN: "If all goes well I'm going full-time adult and I'm going to race British championships and Under 21s and maybe a few European championship rounds as well."

dbr: *You always seem pretty chilled out on race days – how do you prepare for each race?*

JN: "Well I normally practice on a track which is similar to the weekend's event – then, when I get to the meetings, I normally have a fight with Joe Dark (joke)! I just try and enjoy myself and try



not to think about the races most of the time and stay relaxed. Because I'm a real superstitious person I try not to think about anything but having fun – I hate being superstitious but I think it comes with motocross and especially with the amount of injuries I've had."

dbr: *If you could change one thing in youth motocross, what would it be?*

JN: "Probably to have Richard Clarke in charge of the whole BYMX series and for there to be a 450 class like in America. I practice on a big bike and really enjoy them and I think it would do the youth scene good – oh, it'd be good if everyone in the youth scene could be more relaxed."

dbr: *The supercross season is coming up in a few months – are you racing them?*

JN: "I'm not sure yet because I don't enjoy supercross that much but to be honest with you I ain't that good at it either."

dbr: *In five years time what do you think you'll be doing?*

JN: "Helping run my dad's business and racing GPs. I would also like to race in America as it seems like it's the place to be and the GP scene seems to have gone a bit wonky at present."

dbr: *Your race truck is huge. What trick bits have you got in there?*

JN: "Ha ha. Well, it's got two slide-outs, two widescreen TVs, three double beds, a huge fridge freezer, shower and, of course, the luxurious ***thouse!"

"My granddad started the

family business originally by selling vans and trucks. He then started Fork Rent and a hire company renting out vans – unfortunately he passed away eight years ago leaving my dad and his sister Trudi to run the businesses which have grown from strength to strength. They are Trucks 'R' Us, Fork Rent, Redi Hire and Social Racing which will hopefully be a bigger asset to the motocross scene next year with Laurie Squirrel coming on board promoting the sales side of it which should be good."

dbr: *Who's your favourite rider and why?*

JN: "My favourite rider is probably Ben Townley because of his trick style and fighting spirit on the track. But I have a lot of respect for Paul Cooper because that guy has been through so much and he works so hard and I kind of know what it feels like but on a much, much smaller scale."

dbr: *Many thanks for your time Jake – now it's time to thank whoever you like...*

JN: "First of all I'd like to thank my mum and dad for giving me the chance to start racing and to pull through the hard times we've had with injuries – I can't imagine how hard it is seeing your child get hurt badly so many times."

"There's also my aunty Trudi who helps my dad keep the business up to scratch and Tony Marshall who's one of my family's best and most trustworthy friends – he's helped me with my riding and helped keep my chin up through the tough times and generally been a real good mate."

"Also, I'd like to thank Craig Elwell from DEP pipes for always giving support with pipes and advice and Motovision for their clothing and helmets this year."



RAGE

Comment

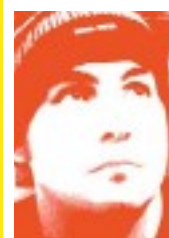
Is it me or is August a really quiet month for youth motocross? It must be me!

Anyway, the Champion of Champions meeting – should we call it something else or scrap it? Or should someone take it by the horns and produce a event worthy of its name. Personally, I'd say let's take it back to its roots and have an invited list of championship riders that produces an end-of-season spectacular and maybe even invite some European champions as well.

The key is good sponsorship, great prizes and most of all amazing racing – let me know your thoughts.

Last month we printed a provisional list of BYMX dates – well hold fire on them as they're being re-sorted so to speak and a little tiny birdy also mentioned we may not have clashes next year. Cool! Weston Beach Race is only just around the corner on the weekend of October 1/2 – this year's races will have a host of star riders on show and also the 85cc race on the Sunday where you'll get to cheer on our Race chick Megan Lewis. More information can be found at the Weston website at www.wbr05.com See you all there!

Chummy



Got any youth news for Rage? Give Ray Chuss a bell on 07773 609994 or email him at talltreephotos@btopenworld.com

RAGE

RAY'S RIB-TICKLER!



Yo word up Homeboy! Archie, Tommy Searle's spannerman, takes it to the hood – init!

MY BEST RACE



MY BEST race this month comes from Nathan Parker.

"My best race was at the Leuchars circuit in Scotland this year – I was second off the start and got past Jason Garrett to take the lead. I knew Ray Rowson was closing in on me and before I knew it he was all over me like a bad rash and he went inside on a turn."

"But I jumped back in front of him and he chased me for the rest of the lap – I looked behind to see how far he was back but was shocked to see him way back. I made a few mistakes towards the end of the race and Jake Nicholls caught me up – thankfully the last lap flag came out and I had about a two-second lead on Jake. But I made a silly error and missed my back brake and went over a berm and Jake closed up even more."

"I was really feeling the pressure and in the second from last turn I took the wrong line and a backmarker came across the track out of control. I turned sharp, crashed and Jake crashed into the back of me and hit the dirt."

"Ray passed us both for the win and after finally kicking my bike over I finished in fourth but was well pleased as I held off the two best riders in my group."



BACK IN THE DAY

BIKE IT DIXON YAMAHA
SUPERSTAR BILLY
MACKENZIE TAKES A
STROLL DOWN MEMORY
LANE TO TELL US HIS
FAVOURITE MEMORY FROM
'BACK IN THE DAY'...

"COOLEST MOMENT for me in the schoolboys was at Sheffield SX in 1997 – the first time McGrath rode Yamaha (and he was in the most awesome Fox gear to date).

"I was riding for Team Green back then on a KX100 – it was my favourite bike ever! I looked after it so much, I made sure every sticker was put on perfectly. Back then I used to run #2 not #211, it was my lucky number and I had a big fat supercross #2 on my plates.

"My main competition was Sean Stevens who rode an Emberson Yamaha. We both won our heats and when it came to the final even though we were best friends we both really wanted to win.

"Sean took the holeshot and I couldn't get past him at all, he was blocking me everywhere and I was running into him at every chance I got – good friends off the track, enemies on!

"I think it was lap three and he went for a small step-up, hit neutral, went ass over tit into the face and went flying. I took the lead and pulled away.

"It was awesome riding in front of that



Above: A back in the day Billy Mac

many people and that was when Showtime was the man. I went on to win the race and the crowd were going mental with airhorns on my lap of honour – I had goosebumps all over me. It was the coolest thing ever a 13-year-old could ever have – that was the high point of British Supercross!"



BSMA FINALS

WE ARE FAMILY!

661 GET THE PARTY STARTED AT APEX

THE COOL people at 661 recently invited their race buddies for a 'friends of 661' get-together – and with all their sponsored riders on show, the use of the Apex training facility, some pukka grub and amazing weather it turned out to be a real corker of a day.

Matt Yeo explained why he set this up. "This was done to thank all of the riders who put in a tremendous amount of work all year round – 661 are a family and we aim to promote the fact that we are trying to invest back into motocross. We focus on being professional and that shows with the level of talent we have on show today – the riders' faces say it all.

"Everyone today have worked their socks off and thanks must go to Apex for the fantastic circuit and Rikki Priest and

Right: Sam Davis gets swagged up at the 661 fun day



Sue for the gorgeous food. We are also hoping to arrange it again next year and taking it to the next level – possibly over two days."

Count me in!

IT'S THAT time of the year again when all the championships are being decided and the first youth one this year was at Foxhill for the BSMA finals.

The weather wasn't the best but the lads and lasses who took part made it great entertainment – well done to everyone who made the effort.

In the Junior group it was Josh Brine who took the honours but he was made to work for it by Robbie Muscat in second and Daniel Thornhill in third.

O'Neal Yamaha's Daniel Arnold romped the little 85cc machine home for a marvellous maximum followed by Redline's Josh Spinks in second and Kawasaki's Ryan Morris in third.

Big Luke Burton took yet another BSMA title with a solid performance in the BW85 class from Seb Osbourne in second and Kirk Richards in third.

Cotswold flyer Adam Cook took his Honda to a decisive maximum in the senior group with hard-working Arun Agius second and Nicky Watts third.



The BSMA finals go off at the still fabulous Foxhill

The famous Chuss flatulence is simply too much for James Cole to take



CONGRATS COLIN!

CONGRATULATIONS TO the new Scottish youth 125cc champion Colin Mcluckie! "It's the first time I've won after eight years of racing," says Colin.

"I'm riding for Stuart Flockhart's team and enjoying every minute of it – I would like to say a big thank you to all my family and friends and all the Flockhart camp for coming along to cheer me on plus Events Armoury, Motul, Alpinestars, YPE, WRP, Lazer Helmets and Smith for all their help this year."

Well done dude!

WESTON WONDER!

WELL, AFTER sifting through thousands of names to pick our Weston Beach Race nipper we've finally found her – yes, her!

Megan Lewis will be flying the flag for Rage at this year's Weston Beach Race riding her tricked out KTM BW85 and reporting back to us all about her time at sunny Weston. And to top it off it's her birthday on the same day – mega Megan!

"I'm really pleased to be chosen – especially with **db** being my favourite magazine," explains a delighted Megan.

Keep your eyes peeled for the super-swift chick – probably covered head to toe in **db** stickers and dressed in her favourite pink kit!



MX TOP TRUMPS

MX Top Trumps

Tom Davey



Age	17
Bike	Kawasaki KX250F/Honda CR125
Years racing	10
Kit	Fox/Wulfsport
No of trophies	81
Titles	4
Broken bones	7
Truck/Van	Mitsubishi pick-up

MX Top Trumps

Jack 'Smurf' Radley



Age	13
Bike	KX85
Years racing	1
Kit	Alloy
No of trophies	11
Titles	0
Broken bones	0
Truck/Van	Iveco Smurfmobile



back passage

Help! Help! Here come the bears!

THERE MUST BE SOMETHING IN THE AIR THIS YEAR AS FAR AS THE UK IS CONCERNED. FIRST STEVE DIXON DECIDED TO GET INVOLVED IN THE MATCHAMS GP AND THEN FELLOW TEAM BOSS MARK CHAMBERLAIN OF THE MOTOVISION SUZUKI CREW LENT HIS EXPERIENCE TO THE GRAND PRIX OF ENGLAND ON THE ISLE OF WIGHT. SO, IS CHAMBO A GLUTTON FOR PUNISHMENT OR A SMART MOVER? WE CAUGHT UP WITH MARK AFTER THE EVENT TO FIND OUT HOW THINGS WENT.

Words and photo by Rob Grist

dbr: So Mark, first Steve Dixon and now you – what made you get involved in the Isle of Wight this year?

MC: "I got involved basically because at the time there was going to be no GP in Britain and we thought that the Gore Basin track was so good it needed to be kept on the calendar."

dbr: Did you make many changes from last year?

MC: "The basic concept was the same, we just changed things like trying to cut overheads on certain things to make things a bit more efficient. We don't know what exactly happened last year but we had certain knowledge from certain people who were involved last year so we knew some of the stuff that had gone wrong and we just took it step by step as it went along really."

dbr: Any particular problems you came up against, any opposition etc?

MC: "No, that was really good. Everyone was really supportive. There are a couple of people who are against it but they didn't really cause a problem or anything like that. We went through all the right channels, they voiced their complaint which is fair enough but you have to go with the majority."

dbr: Did you find yourself over-stretched or compromised with regard to running the team and organising the GP?

MC: "If I'm honest, yeah, definitely. The team's been left a little bit and the business as well I suppose. It's difficult to juggle things around. After doing it this once I think if I did it again then certain things would be changed, you know, the way we did it in the build up and with staffing but it's all a learning process. You know we've never done one before but it was really interesting."

dbr: Are you going to be back next year?

MC: "It's too early to say really but as soon as we've sat down and looked at it we'll take it from there. You know we made a loss that's for sure so we'd have to sit down and look at things and see if we could make it a break-even project at least. It's something I've enjoyed doing but it needs to make sense financially."

"There was a figure of 27,000 attending for the weekend – that's everybody on site. The actual paying attendance wasn't any more than 8,000, that's for sure. That's approximate and we won't know for sure until next week. Knowing what I know now, 12 to 14,000 is the break-even figure."

dbr: So now it's all over and you've had time to chill a bit are you generally happy with the way things went?

MC: "Reasonably happy considering it was my first time but there are certainly things that we would do differently if we did it again. The actual schedule of events for the outside events need to be a bit more slick and run one after another if possible to make sure people get to see what they want to see at peak times."

"And there are other things like security. Basically, every aspect of it can be improved for sure but for a first go it wasn't too bad. So yeah, overall I'm happy with how it went."

dbr: Did you speak to Steve Dixon at all to draw on his Matchams experience?

MC: "We spoke a little bit in the lead up to it on a couple of areas. I'd say the problems they had were different to what we had. I mean, they were first time as we were but we did use a lot of people who were here last year and that definitely helped. We had a bit of inside knowledge whereas they were starting from fresh."

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